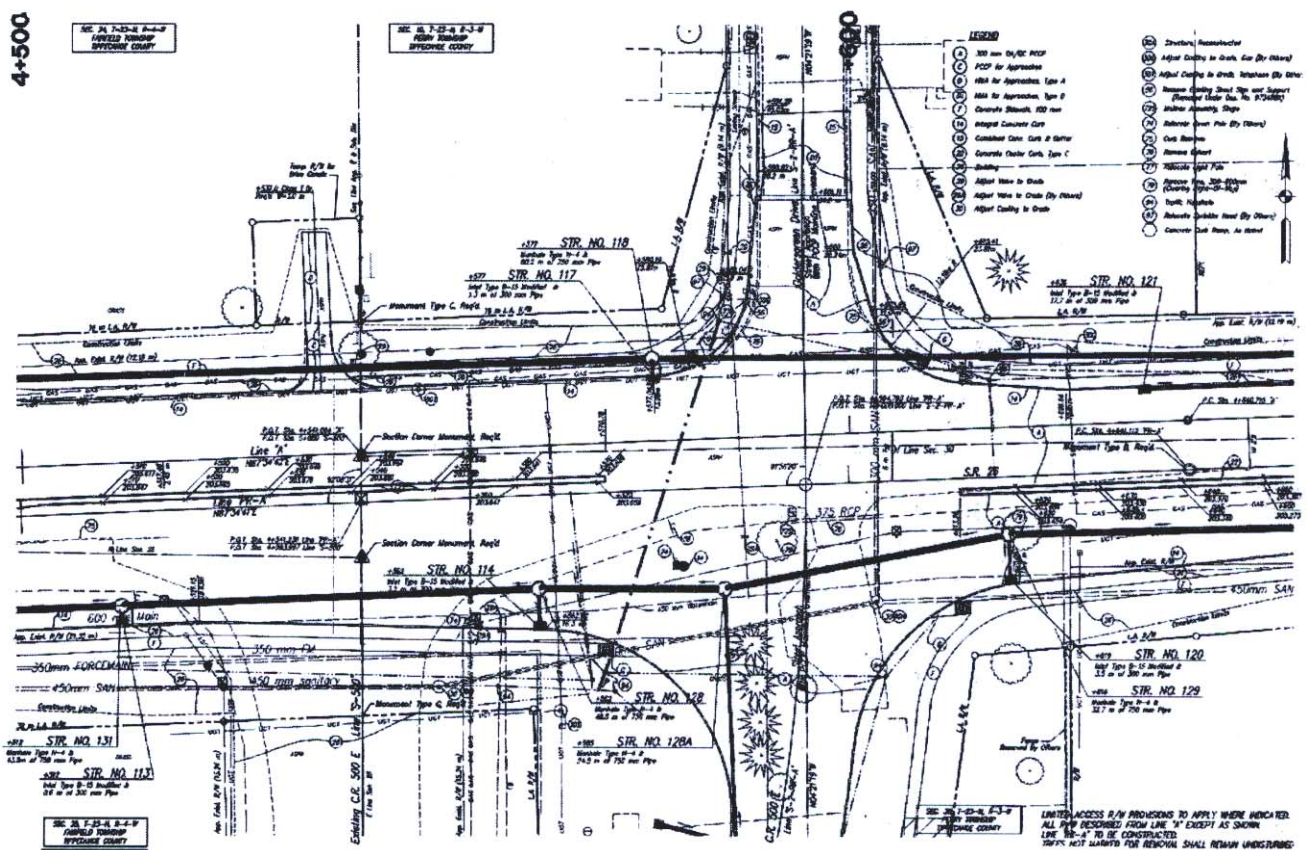


**4+500**



**FY 2008 TRANSPORTATION IMPROVEMENT PROGRAM**  
***(an Amendment to FY '07 TIP)***

of the

Area Plan Commission  
of Tippecanoe County

July 2006

*Amended:*  
*September 20, 2006*  
*November 1, 2006*  
*December 8, 2006*  
*June 6, 2007*

Prepared by the

Area Plan Commission of Tippecanoe County

in cooperation with the  
Greater Lafayette Public Transportation Corporation (CityBus)  
Purdue University Airport  
Indiana Department of Transportation  
City of Lafayette  
City of West Lafayette  
and  
Tippecanoe County

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**Amendment No. 1: September 20, 2006**

*Requested by INDOT and APC Staff*

*Projects: I-65 bridges over the Wabash River, and Wildcat Creek, Williams/Harrison Street*

*Details: INDOT requested the amendment to program deck reconstruction and widening of the I65 bridges over the Wabash River and deck replacement and widening of the I65 bridges over the Wildcat Creek. Construction is anticipated in 2007.*

*The amendment also includes an administrative amendment to program additional federal and local funds for the engineering phase of the Williams and Harrison Street projects, Des #0501163. Total Cost increased from \$550,000 to \$643,150, and the federal portion increased from \$440,000 to \$514,520.*

**Amendment No. 2: November 1, 2006**

*Requested by INDOT and APC Staff*

*Projects: SR 25 at CR 375W and Sycamore Lane*

*Details: INDOT requested the amendment to add the right-of-way and construction financial information. APC staff requested an amendment to move the Sycamore Lane project from Exhibit 3 to Exhibit 1. The INDOT/FHWA Safety Committee approved funding for the project on August 20, 2006.*

**Amendment No. 3: December 8, 2006**

*Requested by INDOT*

*Projects: SR 25/38 at Subaru of Indiana*

*Details: INDOT requested the amendment to add a traffic signal installation project. The new signal will be installed at the west entrance of the SIA plant. This request was processed as an administrative amendment since it met the criteria.*

**Amendment No. 4: June 6, 2007**

*Requested by APC Staff*

*Projects: INDOT, CityBus, TCCA, Lafayette and West Lafayette*

*Details: This amendment brings the TIP in compliance with SAFETEA-LU. An additional program year (FY 2011) was added to INDOT and transit projects. This amendment also aligns the TIP with INDOT's FY '08 – '11 INSTIP. All projects shown in FY '07 were reprogrammed to FY '08. Additional analysis was added to the Financial Plan addressing the new requirements related to operating and maintenance. Additional language was added to clarify project prioritization and future project costs. The amendment includes adding a request for Section 5310 funds, updating the information for one request for enhancement funds and programming a new request for enhancement funds.*

## EXECUTIVE SUMMARY and INTRODUCTION

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The purpose of the Transportation Improvement Program (TIP) is to coordinate the implementation of **all** transportation projects in Tippecanoe County. This includes projects that will be at least partially funded by the U.S. Department of Transportation and those that will be funded solely with local revenue. The time period covered by this report is approximately 4 years: Fiscal Year 2008 through 2011. Each fiscal year begins on July 1st.

The TIP is a multi-modal capital budgeting tool that specifies an implementation timetable, funding sources, and responsible agencies for transportation related projects. Projects come from any one of the following six implementing agencies:

1. The City of Lafayette
2. The City of West Lafayette
3. Tippecanoe County
4. The Greater Lafayette Public Transportation Corporation (CityBus)
5. The Purdue University Airport
6. The Indiana Department of Transportation

This community proposes to spend over \$129.6 million for locally initiated projects and over \$163.0 million for State initiated projects in FY 2008 through FY 2011. The Federal share for those projects is over \$51.6 million and \$129.7 million respectively. These figures include only those projects for which funds are being programmed for one or more phases. The complete four-year Program of Projects listings and their location maps are in **Exhibits 1 through 8**. Those projects listed and shown in **Exhibits 3, 4 and 7** are included for informational purposes only.

For FY 2008 local jurisdictions requested over \$8.2 million in Surface Transportation Program (STP see page 9, key to abbreviations) funds. This includes \$4.6 million of STP Urban Group II funds, \$1.4 million in Enhancement funds, and over \$2.2 million in HES funds (**Exhibit 1 and 3**). The projects' relative ranking for STP Urban Group II and Minimum Guarantee funds are shown in **Exhibit 9**.

Projects are programmed to anticipate future problems and react to ever changing conditions. Some of the projects have been selected in response to anticipated situations documented in the various long range plans, while other projects address emerging situations or current problems needing attention. This document provides local governments with a well-established direction for at least the next four-year period.

All projects contained in the TIP requesting federal funds, except those listed in **Exhibits 3 and 7**, are constrained by the federal funds available at all levels of government (local, state, and federal). These projects are the most pressing but in no way reflect all the communities' transportation needs. This document is intended to assure that limited funds are expended where the need is greatest.

This report is divided into eight sections. Section One details the public and private participation process. Section two documents the Environment Justice process. The method by which projects are selected for inclusion into the TIP comprises the third

section. The fourth section contains the four-year Program of Projects for the metropolitan area. Projects are listed by fiscal year and phase to illustrate when they will occur over the next four years. Section five lists all federally funded projects by priority. Section six provides a financial summary and plan. All local projects are tabulated by federal revenue sources and expenditures by federal and local funds. This section provides a comparison between available funds and those needed. Section seven provides an analysis of financial capacity for CityBus. A short discussion of the progress of both local and INDOT projects over the past year is covered in the eighth section. A summary of public responses can be found in the **Appendix**.

Both the Transportation Equity Act for the 21<sup>st</sup> Century (TEA 21) and the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) require all Metropolitan Planning Organizations to publish an annual listing of projects for which federal funds have been obligated in the preceding year. This list is found in section nine, and it has been divided into two lists: local projects and INDOT projects.

On August 10, 2005, SAFETEA-LU was enacted as Public Law 109-59. Then on February 14, 2007, both the Federal Highway Administration and Federal Transit Administration issued their final guidance outlining the development and content of the TIP. This TIP complies with those requirements.

## **1. PUBLIC / PRIVATE PARTICIPATION PROCESS**

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As a requirement of TEA 21 and SAFETEA-LU, all Metropolitan Planning Organizations must provide stakeholders reasonable opportunity to comment on the proposed TIP and the development of the report. This includes providing: adequate public notice, timely information to various organizations, reasonable public access to technical and policy information, and seeking out and considering the needs of those traditionally underserved. The process must involve citizens, freight shippers, traffic, safety, and enforcement officials, private transportation providers, representatives of users of public transit, and local elected officials.

In response to the Acts, the Area Plan Commission of Tippecanoe County has developed a proactive participation process. The main source of public input and response is through the Area Plan Commission (APC) and its advisory committees. Notification of these meetings and other important information takes place through publication of legal notices, posting notices in public places, and personal contacts. Personal contacts include notifying representatives from the trucking industry, all freight transportation services in the area, railroads, bicycle clubs, minority groups, local private transportation providers, neighborhood organizations, representatives of users of public transit, and all Citizens Participation Committee members.

As in past years, the public, stakeholder organizations, business representative and government officials had the opportunity to participate in the development of the TIP through the Area Plan Commission and its three advisory Committees: the Technical Transportation Committee, the Citizens Participation Committee, and the Administrative Committee. These committees are an integral part of the planning process and they advise the Area Plan Commission on transportation planning matters. The public is encouraged to attend all advisory committee meetings.

The Area Plan Commission of Tippecanoe County is designated by the Governor as the official Metropolitan Planning Organization for Tippecanoe County. The Area Plan Commission is responsible for transportation planning, review of federally assisted projects and review of programs within the Metropolitan Area. The Area Plan Commission holds its meetings on the third Wednesday evening of each month. When reviewing any resolution, and prior to a decision, the public is given the opportunity to express opinions and concerns. In addition, the agenda contains a separate time specifically devoted to citizens for comments and grievances. Agendas are posted as provided by law and sent to the media in both preliminary and final form 5 days prior to each meeting.

The Technical Transportation Committee (TTC) draws from the advice and knowledge of various local government engineers, planners, traffic officers, and transit operators. Members have important responsibilities for designing, operating, and maintaining the transportation system. This group submits its recommendations to the APC on TIP development, project prioritization, and amendments. As with APC meetings, the public is asked to provide input and suggestions. The TTC meets on the third Wednesday afternoon of each month. Agendas are posted and sent to the media a week prior to meetings.

The Administrative Committee is comprised of the chief elected officials from the Cities of Lafayette and West Lafayette, and Tippecanoe County. Members also include representatives from the Purdue University Airport, INDOT, and CityBus. Members of this Committee ultimately make financial commitments to implement the TIP projects. Agendas are posted as provided by law and sent to the media a week prior to meetings.



The Citizens Participation Committee (CPC) receives ideas and comments through representatives from private sector community groups. These citizens provide a link for disseminating information to nearly 40 organizations in the Greater Lafayette area. Besides providing information, agendas allow for group representatives to give feedback on topics from previous meetings. The meetings are normally scheduled bimonthly and are held on the 4<sup>th</sup> Tuesday of the month. Agendas are mailed to all representatives, are posted and sent to the media one to two weeks prior to the meeting.

This year, information regarding the TIP was presented at the May and June CPC meetings. At the first meeting, the process used to develop the TIP was presented and discussed. Both project lists, local and INDOT, were reviewed and discussed. The priorities recommended by the Technical Transportation Committee were then reviewed. All comments and questions from the members can be found in the **Appendix**.

During the second meeting, the draft TIP was presented and discussed. Those members attending were also informed when the Area Plan Commission would review and possibly adopt the TIP. The meeting notification letter also mentioned that the draft document was available for review and comment and directed them to the APC transportation web site. The letter further stated that a paper copy would be mailed to them upon request. The location, date and time the Area Plan Commission would review the TIP for adoption was also included in the letter.

Letters were mailed to all stakeholders more than 90 days before TIP adoption. The letter included a basic introduction, the content of the TIP, and how projects are prioritized. It also included the lists of local and INDOT projects and when the Technical Transportation Committee would review and prioritize them. As an additional opportunity to provide information and receive comments, the letter included the address, fax, and phone number of a staff contact person.

A second letter reviewed what actions had been taken and that the draft document had been completed. It further stated that copies of the draft document are available via the Internet or upon request. The date, time and location when the Area Plan Commission would discuss and possibly adopt the TIP were also given. The letter included a contact name, phone number and address.

Two legal notices were each published in two local newspapers, one daily and one weekly, concerning the development, project lists, prioritization, and adoption of the TIP. The first notice announced that the TIP was being developed and when the Technical Transportation Committee would review and prioritize all projects. The second notice stated when the Area Plan Commission would discuss the TIP and act on its adoption. Both notices provided persons interested in the TIP an invitation to inspect the draft TIP and all pertinent material.

The public participation process included posting public notices at key locations: both City Halls, the County Office Building, West Lafayette Community Center, the Tippecanoe County Senior Center, Riehle Plaza, and the Tippecanoe County Public Library. A notice was also posted at the CityBus administrative building. Two notices were posted during the development of this TIP. The first notice stated that the draft TIP was being developed and when projects requesting federal funds were to be prioritized. The second notice stated that the draft document was completed, how to obtain a copy, and when the TIP was to be considered and possibly adopted by the Area Plan Commission.

Notification and public involvement was expanded during the FY 2005 TIP development. Taking advantage of the Internet, the draft document was placed on the APC web site. For viewers wanting to leave comments or ask questions, an email address was given on the web page.

In addition to the committee inputs, had there been significant differences between public comments received and the draft TIP, an additional public meeting would have been held. During the development process, all comments and questions that were received are noted in the **Appendix**.

Pursuant to the October 22, 1984 and the January 14, 1989 Federal Register concerning Private Enterprise Participation in the Federal Transit Program, the MPO has instituted a process that encourages the participation of private enterprises in developing the plans and programs funded under the Transportation Equity Act for the 21<sup>st</sup> Century. The process incorporates an early notice to private transportation providers of proposed transit service by the public sector as well as an opportunity to review and comment on the TIP prior to Technical, Administrative and Policy Committee adoption. This process was initiated with the review of the FY 1986 TIP.

Prior to TIP development, a list is compiled of private transportation providers in the community. The list is generated from the APC's clipping file, the telephone directory, and the "Polk City Directory." Personal contact is then made to ensure that the operator: 1) is still in business, 2) that we have the correct address and name of the general manager or owner, and 3) that the operator does in fact provide transportation services. Several contacts were made notifying these providers that the Area Plan Commission was developing the TIP, when projects would be prioritized, and when the TIP would be adopted. They were also given the list of local and INDOT projects.

The initial years of this review procedure generated some interest from private transportation providers. Shortly thereafter, interest declined to only a few responses and then to none. No responses were received this year.

## 2. ENVIRONMENTAL JUSTICE

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Environmental Justice is a vital component of the TIP by amplifying and strengthening Title VI. It assures that minorities and persons of low income are considered in developing this Plan. Further, transportation improvements proposed in this Plan must not disproportionately impact those sections of the Community.

Environmental Justice encompasses three principles. The first is to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations. The second is to ensure the full and fair participation by all those potentially affected in the transportation decision-making process. The third is to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Specific steps were developed with each step addressing a specific goal. Submitted projects were compared to those identified in the 2025 and 2030 Transportation Plan. If a project is shown in the Transportation Plan and the Plan indicates that it may have an impact, the project is then specifically listed here in the TIP. Those projects that are not in the Transportation Plan go through the macro, and possible micro, review. Those found that may have an impact are listed here in the TIP too.

To assure full participation, the method chosen follows the suggestion in the US DOT manual: Public Involvement Techniques for Transportation Decision-Making. It recommends using community organizations and groups as a means of communicating to potentially affected individuals. The Citizens Participation Committee includes some of these organizations and groups. Neighborhood organizations were also sent notification letters. Finally, the projects listed below are phased based on engineering need and financing.

### *Projects with Possible Findings*

#### *Local Projects:*

Concord, ph 1  
Concord/Maple Point, ph 2  
Earl Avenue

Happy Hollow  
Cumberland Rd Extension  
Yeager

#### *INDOT Projects:*

Hoosier Heartland, ph 1  
SR 26: I-65 to CR 550E  
SR 26: CR 550E to CR 900E  
SR 43: SR 225 to Brookston  
US 52: Union to McCarty  
US 231: S. River Road to SR 26  
US 231: SR 26 to US 52

### **3. PROJECT SELECTION PROCESS**

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The project selection process begins in March after all local governments and eligible agencies submit their multi-year project lists. Shortly thereafter the public notification process begins. Project identification, selection, and review procedures are as follows:

1. Projects are submitted by participants in the transportation planning process.
2. Projects are reviewed and assembled by the MPO staff.
3. The transit portion is endorsed by the Board of Directors of CityBus.
4. The first notice is given which includes mailing contact letters and publishing legal ads in two local newspapers as outlined in the Public/Private Participation Process. The notice also gives the meeting time and date when all of the local and INDOT projects requesting STP Group II funds will be reviewed and prioritized by the Technical Transportation Committee. Both local and INDOT project lists are included in the contact letter.
5. Submitted local projects are financially constrained and prioritized (includes discussion regarding safety, security and congestion) by the Technical Transportation Committee. INDOT projects are only prioritized.
6. Local and INDOT projects, priorities, and TIP development are presented and discussed with the members of the Citizens Participation Committee.
7. The draft TIP is developed. It is then made available for review and comment on the APC transportation web page.
8. The draft TIP is submitted to INDOT, FHWA and FTA for review.
9. The draft TIP is reviewed and endorsed by the Technical Transportation Committee.
10. The draft document is presented to the CPC members at a second meeting. They are informed when the document would be reviewed and possibly adopted by the Area Plan Commission.
11. A second public notice is given. It states that a draft document has been developed and includes the date and time when the Area Plan Commission will review and possibly adopt the TIP.
12. The draft TIP and project priorities are reviewed and endorsed by the Administrative Committee.
13. The Area Plan Commission reviews and approves the TIP by Resolution.
14. If the final TIP differs significantly from the one made available for public comment, an additional opportunity for public comment is made available.
15. The adopted TIP is then submitted to: INDOT, FHWA, FTA and the local participating agencies.

The Area Plan Commission, at its July 19, 2006 meeting, adopted the FY 2007 Transportation Improvement Program with the concurrence of the CityBus Board of Directors (March 29, 2006) for the transit portion. The APC, TTC, AC, CPC, and Board of Directors meetings were held as open forums. Notification to news media, posting notices and agendas all occurred in advance of these meetings.

## 4. FOUR YEAR PROGRAM OF PROJECTS

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The four-year Program of Projects is required to include all projects requesting financial assistance from the US Department of Transportation. Most of the projects listed in this section have programmed State and/or Federal assistance within the four-year TIP. It is the product of the process discussed in the previous section. The format used also includes all significant non-federally funded projects, whether state or locally initiated. Non-financially constrained projects, both local and State, are also shown, but in separate exhibits. They are shown for informational purposes only. Thus the TIP provides an overall reference of upcoming projects.

All local projects can be found in **Exhibits 1 and 3** with their locations shown in **Exhibits 2 and 4**. **Exhibits 5 through 8** list and show all State projects. A summary of the funding sources for the locally initiated projects in and around the urban area is found in **Exhibits 11 through 13**. Projects for which Surface Transportation Program Urban Group II and Minimum Guarantee funds are being requested and their amounts are listed by their relative ranking in **Exhibit 9**.

The four-year Program of Projects presently contemplates a total transportation budget of over \$321.3 million for the four-year period. In FY 2008, both local and INDOT projects (fiscally constrained) total over \$68.5 million for the Metropolitan Area. The U.S. Department of Transportation's share of the cost is over \$46.1 million. Locally initiated projects account for over \$13.8 million, with state projects accounting for over \$32.3 million. The individual costs for Federal, State, and local funds can be found in **Exhibits 1, 3, 5, and 7**. Future project cost estimates in this TIP reflect year of expenditure dollars.

In January of 1992, the CityBus Board of Directors approved and adopted an Americans with Disabilities Implementation Plan. That plan was updated and approved in January of 1993, 1994, and February 1995. On August 14, 1995, the FTA reduced the reporting requirements for those systems that were in compliance. Transit providers only had to submit a one-page plan update and hold a public hearing. Then on October 29, 1996, FTA issued additional guidelines. As the memo states "From now on, transit systems in compliance with the six ADA paratransit service criteria are not required to submit plan updates or hold annual hearings." Transit systems now submit a self-certification annually as part of their annual certification. The operating assistance being requested in this TIP will be used to continue the paratransit service.

## ***Key to Abbreviations***

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**AC** - Administrative Committee

**ADA** - American's with Disabilities Act

**AMP** - Airport Master Plan

**APC** - Area Plan Commission of Tippecanoe County

**AVL** - Advanced Location System

**COIT** - County Option Income Tax

**CPC** – Citizens Participation Committee

**DES NO** - Designation Number, these are project numbers for use by the Indiana Department of Transportation and the Federal Highway Administration.

**FEDERAL SHARE (FED)** - Is the amount of funds the USDOT will match for the project.

**FFY** - Federal Fiscal Year. The Federal Fiscal year begins on October 1<sup>st</sup>.

**FHWA** - Federal Highway Administration

**FUND TYPE** - This identifies the source of funding.

**FTA** - Federal Transit Administration

**FY or Fiscal Year** that the project is programmed. The State fiscal year is used and for FY 1998 it is from July 1st, 1997 to June 30th, 1998.

**GLPTC** - Greater Lafayette Public Transportation Corporation (now CityBus)

**IDEM** - Indiana Department of Environmental Management

**INDOT** - Indiana Department of Transportation

**ISTEA** - Intermodal Surface Transportation and Efficiency Act of 1991.

**KB&S** - Kankakee Beaverville & Southern Railroad

**LOCATION & PROJECT TYPE** - Specifies the project, where it is located, its general termini, and a short description of the project. More complete project information can be obtained from the FA-3 form.

**LPA** - Local Public Agency. local government body (i.e. City of Lafayette, West Lafayette, or Tippecanoe County)

**MG** - Minimum Guarantee Funds

**MPO** - Metropolitan Planning Organization

**NS** - Norfolk Southern Railroad

**PHASE (PH)** - Road projects are broken down into implementation stages. The definition of the stages and the abbreviations are as follows:

**PE or Preliminary Engineering** is the initial phase of a project and includes planning, environmental, engineering, and design activities.

**RW or Right-of-Way** is the next phase (if needed) and involves obtaining the necessary land for the project. Federal funds shown may be used for right-of-way engineering too.

**CN or Construction** is the final implementation stage where the anticipated construction is performed. Federal funds shown may be used for construction engineering too.

In addition to road projects, projects proposed by the Purdue University Airport and transit systems must be programmed in the TIP. They include:

**OP or Operating Assistance**  
**CA or Capital Assistance**  
**EQ or Equipment**

**PMTF** - Public Mass Transportation Funds. These funds are generated through revenues raised from the State sales tax.

**SAFETEA-LU** - Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users

**STP FUNDS** - Surface Transportation Program Funds. These funds are dedicated in the Transportation Equity Act for the 21<sup>st</sup> Century. STP funding is divided into several different categories. Each category specifies where and how they can be spent. Several categories include: **Urban, Rural, Rail, Enhancement, and Bridge**. Urban Group II funds are dedicated funds for cities with a population between 50,000 to 200,000 persons.

**TCCA** - Tippecanoe County Council on Aging

**TDP** - Transit Development Plan

**TEA 21** - Transportation Equity Act for the 21st Century

**TFP** - Thoroughfare Plan

**TIF** - Tax Increment Financing

**TIP** - Transportation Improvement Program

**TP** - Transportation Plan for 2015

**TTC** - Technical Transportation Committee

**UAL** - Urban Area Limit

**USDOT** - United States Department of Transportation

## ***Funding Codes***

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### **Federal Funds:**

04M - Interstate Maintenance  
33A - STP: Optional Safety Program  
33B - STP: Transportation Enhancement  
33D - STP: Any Area  
33E - STP: Rural  
33M - STP: Rail - Highway Protection Safety  
33N - STP: Rail - Crossing Safety  
33P - STP: Hazard Elimination  
33T - STP: Any Area, 100% Federal Funding  
3AA - STP: > 50,000 < 200,000  
3AC - STP: > 50,000 < 200,000 Safety  
Group IV – STP Funds for towns and Countys  
34C - Minimum Guarantee: >50,000 < 200,000  
117 - Bridge Replacement Off System  
118 - Bridge Replacement Funds  
MG - Minimum Guarantee  
315 - National Highway  
906 - State Funds  
AIP - Airport Improvement Program  
S9O - Operating Assistance Grant, Section 5307 (formally Section 9) FTA Funds  
S9C - Capital Assistance Grant, Section 5307 (formally Section 9) FTA Funds  
S3C - Capital Assistance Grant, Section 5309 (formally Section 3) FTA Funds  
S10C - Capital Assistance Grant, Section 5310 FTA Funds  
S16 - Section 16 Capital funds.  
HES - Highway Elimination Safety Funds  
BR\$ - Bridge Funds  
NHS - National Highway System Funds  
SIP - Safety Improvement Program  
STP - Federal Funds not Specified  
IBRC - Innovative Bridge Research and Construction Program  
SAFETEA-L - High Priority Projects designated in SAFETEA-LU

### **Local Funds:**

L1 - County Option Income Tax  
L2 - Cumulative Bridge Funds  
L3 - Cumulative Capital Funds  
L4 - Economic Development Income Tax  
L5 - General Funds  
L6 - Greater Lafayette Community Foundation  
L7 - General Obligation Bonds  
L8 - Industrial Rail Service Funds  
L9 - Local Road and Street Funds  
L10 - Local Property Tax  
L11 - Revenue Bond Funds  
L13 - Tax Increment Financing  
L14 - Developer Escrow Account  
L15 - Purdue University Funds  
L16 - Motor Vehicle Highway Account  
L17 - Local Funds Not Specified  
L18 - Fares, Passes, Tokens



## Exhibit 1

### Local Projects from Fiscal Year 2008 through 2011

Project, Location & Description	PH	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year			
						'08	'09	'10	'11
City of Lafayette									
1. Concord Road, Des # 0500092	PE	3AA,L4,13	450	150	600	Approved in FY '05 TIP			
Brady Lane to CR 350S	RW	3AA,L4,13	96	24	120	x			
Road Reconstruction & Widening	CN	3AA,L4,13	2,560	640	3,200	x			
2. Concord Rd. & Maple Point	PE	3AA,L4,13	480	120	600	x			
US 52 to Brady Lane	RW	3AA,L4,13	160	40	200	x			
Reconstruction, Widening & New	CN	3AA,L4,13	3,200	800	4,000		x		
3. S. 18 <sup>th</sup> Street	PE	3AA,L4,13	326	81	408	x			
CR 350S to CR 430S	RW								
Road Reconstruction & Widening	CN								
4. Earl Avenue, Des # 0400756	PE								
At State and 24 <sup>th</sup> Streets	RW								
Safety Improvements	CN	HES	496	69	565	x			
5. South 9 <sup>th</sup> Street	PE	L2,13	0	624	624		x		
Twyckenham Blvd to CR 350S	RW	L2,13	0	160	160				x
Road Reconstruction & Widening	CN	L2,13	0	4,900	4,900				x
6. Concord Road	PE	L17	0	250	250	x			
SR 25 to Maple Point	RW	L17	0	100	100		x		
Road Reconstruction	CN	L17	0	3,000	3,000				x
City of West Lafayette									
7. Yeager Road, Des # 0600696	PE	3AA,L4,13	120	30	150	x			
US 52 to Northwestern Ave.	RW	3AA,L3,4,13	280	70	350	x			
Added Travel Lanes	CN	3AA,L13	1,120	280	1,400		x		
8. Happy Hollow Road	PE	3AA,L3,4,5	176	44	220	x			
US 52 to North River Road	RW	L3,4,9,16	0	50	50		x		
Road Reconstruction	CN	3AA,L4,9,16	3,051	762	3,814				x
9. Grant, Chauncey, Vine & Northwestern – Phase 1B	PE	Local	0	70	70	x			
Reconfigure one-way pair	RW	Local	0	30	30		x		
	CN	Local	0	650	650				x
10. Sycamore Lane, Des # 0600792	PE	L4,5,13	0	75	75	x			
US 52 to Salisbury St.	RW	L4,9,13,16	0	75	75	x			
Traffic Calming	CN	HES,4,9,13	460	90	550	x			

Note: all funding amounts are shown in thousands of dollars

Project, Location & Description	PH	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year			
						'08	'09	'10	'11
<b>Tippecanoe County</b>									
11. <b>McCarty Lane Ext., Des #0400938</b>	PE	L2,9		0	600	600		x	
CR 550E to SR 26	RW	L2,9		0	300	300		x	
New Road Construction	CN	3AA,L2,9 & INDOT	4,800	1,200	6,000				x
12. <b>Tyler Road, Des # 0400311</b>	PE								
North County Line Rd. to CR 900N	RW								
Safety Improvements	CN	HES	1,269	141	1,410		x		
13. <b>Cumberland Road Extension</b>	PE								
<b>Des # 0300593 &amp; 0300595</b>	RW	3AA,L4,9	165	41	207			x	
Klondike Road to Existing Road	CN	3AA,L4,9	3,051	1,948	5,000				x
New Road Construction									
14. <b>CR 900E Bridge (#153)</b>	PE								
<b>Des # 0201093</b>	RW								
Bridge over North Fork Wildcat Cr.	CN	IBRC, L2	620	155	755		x		
Bridge Rehabilitation		Group IV							
15. <b>South River Road</b>	PE	L2,9		0	200	200		x	
CR 300W to US 231	RW	L2,9		0	200	200		x	
Widening & Resurfacing	CN	L2,9		0	2,000	2,000			x
16. <b>Lilly Road Bridge (#U209)</b>	PE	L2		0	200	200		x	
<b>Des # 0100365</b>	RW								
Replace Bridge & Approaches	CN	117,L2	920	680	1,600				x
17. <b>Hog Point Bridge (#151)</b>	PE	L2		0	200	200		x	
Bridge over Tippecanoe River	RW	L2		0	300	300		x	
Replace Bridge & Approaches	CN	L2		0	2,300	2,300			x
18. <b>Yeager Road</b>	PE	L4,9		0	170	170		x	
at Curves north of Kalberer Rd.	RW	L4,9		0	230	230		x	
Road Realignment	CN	L4,9		0	1,900	1,900			x
19. <b>Lindberg Road</b>	PE	L4,9		0	250	250		x	
Klondike to McComrick	RW	L4,9		0	150	150		x	
Road Reconstruction & Widening	CN	L4,9		0	2,600	2,600			x
20. <b>McCormick Road</b>	PE	L4,9		0	150	150		x	
Cherry to Lindberg	RW	L4,9		0	150	150		x	
Road Reconstruction & Widening	CN	L4,9		0	1,600	1,600			x
21. <b>Bridge # 91</b>	PE	L2		0	50	50		x	
CR 175N at CR 925W	RW	L2		0	50	50		x	
Bridge Replacement	CN	L2		0	300	300			x

Note: all funding amounts are shown in thousands of dollars

Project, Location & Description	PH	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year			
						'08	'09	'10	'11
22. <b>Bridge #2</b>	PE	L2	0	50	50	x			
S. County Line at CR 980E	RW	L2	0	25	25	x			
Bridge Replacement	CN	L2	0	300	300		x		
23. <b>Bridge #152</b>	PE	L2	0	50	50	x			
Pretty Prairie Road at CR 625E	RW	L2	0	50	50	x			
Bridge Replacement	CN	L2	0	700	700		x		
24. <b>Bridge # 20</b>	PE	L2	0	50	50	x			
CR 350E at CR 900S	RW	L2	0	50	50	x			
Bridge Replacement	CN	L2	0	300	300			x	
25. <b>Bridge # 28</b>	PE	L2	0	50	50	x			
CR 200W at CR 900S	RW	L2	0	50	50	x			
Bridge Replacement	CN	L2	0	220	220		x		

#### ***Town of Battle Ground***

26. <b>Railroad Street</b>	PE								
<b>Des # 0200770</b>	RW								
Road Rehabilitation	CN	Group IV	460	115	575	x			

#### ***Purdue University Airport***

27. <b>Hanger 2 Apron Rehabilitation</b>	CN	AIP,L15	427.5	22.5	450	x			
28. <b>Rehabilitate Runway 10/28</b>	CN	AIP,L15	2,160	240	2,400		x		
29. <b>Reconstruction of Taxiway C</b>	CN	AIP,L15	1,800	200	2,000			x	
30. <b>Reconstruction of Runway 5/23</b>	CN	AIP,L15	2,520	280	2,800				x

#### ***CityBus***

31. <b>Operating Assistance</b>	OP	S9O,L1,3,10	1,450	4,547	8,291	Approved in FY '07			
			1,450	4,683	8,788	x			
			1,450	4,824	9,316		x		
			1,450	4,969	9,875			x	
			1,450	5,118	10,467				x
32. <b>Capital Assistance</b>	CA	S9C,L3	960	928	1,888	Approved in FY '07			
<i>Section 5307</i>			1,140	285	1,425	x			
			1,269	317	1,586		x		
			1,355	338	1,694			x	
			1,548	387	1,935				x
33. <b>Capital Assistance</b>	CA	S3C,L10,18	742	154	1,546	Approved in FY '07			
<i>Section 5309</i>									
E-2006-BUSP-420									
Bus Replacement									

Note: all funding amounts are shown in thousands of dollars

Project, Location & Description	PH	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year			
						'08	'09	'10	'11
34. <b>Capital Assistance</b> Section 5309 E-2006-BUSP-454 Bus Replacement	CA	S3C,L10,18	495	123	618	Approved in FY '07			

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***Purdue University Area***

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35 <b>Williams/Harrison Streets</b> <b>Phase 1A, Des # 0501163</b> Road Reconstruction & Widening	PE	SAFETEALU	514	128	643	Approved in FY '07			
	RW	SAFETEALU	80	20	100	<b>x</b>			
	CN	SAFETEALU	5,000	1,250	6,250	<b>x</b>			

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***County Council on Aging***

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36. <b>County Council on Aging</b> Replace 3 vans	CA	S10C,L17	97.9	24.4	122	Approved in FY '07			
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<b>Total</b>			51,618	62,096	129,697				
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Note: all funding amounts are shown in thousands of dollars

## Location of Local Projects, FY 2008 – 2011



### Exhibit 3

#### Local Projects – FY 2008 through FY 2011

*Federal Funding has not been approved for these projects*

Project, Location & Description	PH	Fund Code	Federa Funds	Local Fund	Total Cost	Anticipated Year			
						'08	'09	'10	'11
<b>City of Lafayette</b>									
1. <b>Concord Road</b> CR 350S to CR 430S Road Reconstruction & Widening	PE RW CN	3AA,L4,13 3AA,L4,13 3AA,L4,13	320 160 2,400	80 40 600	400 200 3,000	x		x	
2. <b>S. 18<sup>th</sup> Street</b> CR 350S to CR 430S Road Reconstruction & Widening	PE RW CN	3AA,L4,13 3AA,L4,13 3AA,L4,13	160 2,400	40 600	200 3,000	x		x	
3. <b>South 9<sup>th</sup> Street</b> CR 350S to CR 430S Road Reconstruction & Widening	PE RW CN	3AA,L2,13 3AA,L2,13 	320 160	80 40	400 200			x	x
4. <b>Green Trails – Greenbush/Munger Park</b> Munger Park to Britt Farms Enhancement Grant	PE RW CN	33B,L17 33B,L17 33B,L17	32 40 565	8 10 141	40 50 707	x x x			
<b>City of West Lafayette</b>									
5. <b>Soldiers Home Road</b> Kalberer Road to US 52 Road Reconstruction, Urbanization	PE RW CN	3AA,L3,4,5 3AA,L3,4,9,16 3AA,L9,16	240 160 3,600	60 40 900	300 200 4,500	x		x	
6. <b>Soldiers Home Road</b> City Limits to Kalberer Road Road Reconstruction, Urbanization	PE RW CN	3AA,L3,4,6 3AA,L3,4,9,16 3AA,3,4,9,16	160 200 3,200	40 50 800	200 250 4,000	x		x	x
7. <b>Salisbury Street</b> at US 52 Intersection Improvement	PE RW CN	3AA,L4,5,13 3AA,4,9,13,16 3AA,4,9,13,16	80 40 800	20 10 200	100 50 1,000			x	x x
8. <b>Cumberland Avenue</b> Salisbury St. to Soldiers Home Rd. Road Reconstruction	PE RW CN	3AA,L4,5  3AA,L3,4,9,16	96  1,200	24  300	120  1,500				x  x
9. <b>North River Road</b> Quincy St. to Catherwood Dr. Road Reconstruction & Int. Mod	PE RW CN	3AA,3,4,9,16  3AA,L9,16	160  2,000	40  500	200  2,500				x  x
10. <b>Wabash Heritage Trail Extension</b> Trolley Line Trail to existing Wabash H. Trail Enhancement Grant	PE RW CN	 33B,L34 33B,L3,4	 40 811	 10 192	 50 964		x x		

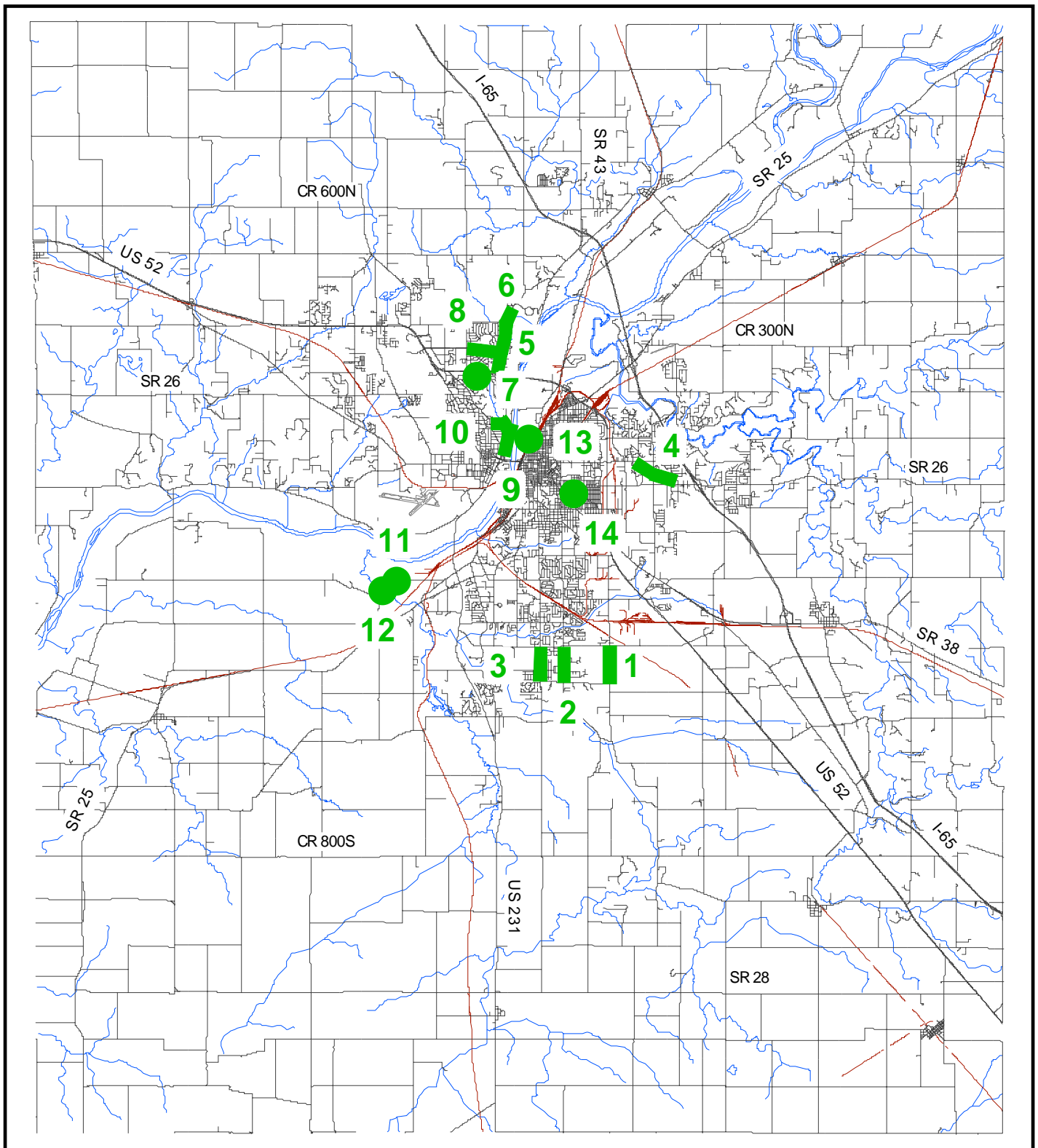
Note: all funding amounts are shown in thousands of dollars

Project Location & Description	PH	Fund Code	Federa Funds	Local Fund	Total Cost	Anticipated Year			
						'08	'09	'10	'11
<b><i>Tippecanoe County</i></b>									
11. <b>Bridge # U64</b>	PE	L2	0	50	50	x			
Lilly Road at CR 210W	RW	L2	0	50	50		x		
Bridge Replacement	CN	117,L2	720	180	900				x
12 <b>Bridge # U65</b>	PE	L2	0	50	50	x			
Lilly Road at CR 240W	RW	L2	0	50	50		x		
Bridge Replacement	CN	117,L2	720	180	900				x
<b><i>CityBus</i></b>									
13. <b>Capital Assistance</b>	CA	S3C,L10,18	550	137	550	x			
Section 5309	CA	S3C,L10,18	700	175	875	x			
Bus Replacement	CA	S3C,L10,18	750	187	937		x		
<b><i>County Council on Aging</i></b>									
14. <b>County Council on Aging</b>	CA	S10C,L17	38.4	9.6	48	x			
Replace 1 van									
(Grant was not awarded, June 1, 2007)									
<b>Total</b>			22,822	5,893	28,541				

Note: all funding amounts are shown in thousands of dollars

## Exhibit 4

### Location of Local Projects Shown for Informational Purposes Only





## Exhibit 5

### Indiana Department of Transportation Projects

Amounts shown in *italics* are not fiscally constrained and shown for informational purpose only.

Project, DES Number Location & Description	PH	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year			
						'08	'09	'10	'11
1. SR 25, Des # 9802920 (Note 1) Hoosier Heartland – Phase A I-65 to CR 450N New Road Construction IPOC Date: 2011	PE RW CN	Funds Authorized in February 2007 NHS 21,574 5,393 26,968							x
2. SR 25, Des # 0500597 (Note 2) Hoosier Heartland – Phase B CR450N to E of CR700N New Road Construction IPOC Date: 2012	PE RW CN	No Funds for RW programmed at this time							
3. SR 25, Des # 0500598 (Note 3) Hoosier Heartland – Phase C E of CR700N to E of County Line New Road Construction IPOC Date: 2013	PE RW CN	No Funds for RW programmed at this time							
4. SR 25, Des # 0101064 at CR 575W & 500W Intersection Improvement	PE RW CN	Federal Aid Federal Aid	250 727.2	50 181.8	300 909	x			x
5. SR 25, Des # 0400775 CSX Bdg. 0.83 miles south US 231 Bridge Replacement	PE RW CN	No Funds for PE programmed at this time No Funds for RW programmed at this time							Construction: 2012
6. SR 25, Des # 0500107 At CR 375W Add Passing Lane	PE RW CN	Federal Aid	120	30	150				x
7. SR 25, Des # 0501022 SR 28 to CR 100W Pavement Resurface	PE RW CN	Federal Aid	2,480	620	3,100	x			
8. SR 26, Des # 9801040 at CR 300W & CR 500W Sight Distance Correction	PE RW CN	Federal Aid	1,541.6	385.4	1,927	x			
9. SR 26, Des # 0012950 (Note 4) 1.12 to 4.71 Mi east of I-65 Pavement Replacement Added Travel Lanes recommended by APC 2030 Transportation Plan IPOC Date: 2012	PE RW CN	NHS NHS NHS	80 40 9,600	20 10 2,400	100 50 12,000	x			x Construction: 2012
10. SR 26, Des # 0100932 (Note 5) Unnamed tributary of Wabash R. Small Structure Replacement	PE RW CN	NHS	1,560	390	1,950	x			

NOTE: all funding amounts are shown in thousands of dollars

Project, DES Number Location & Description	PH	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year			
						'08	'09	'10	'11
11. <b>SR 26, Des # 0201252</b> at Tippecanoe/Warren County Line Small Structure Replacement	PE RW CN	Federal Aid Federal Aid	13.6 32	3.4 8	17 40	x			x
12. <b>SR 26, Des # 0500526</b> At 36 <sup>th</sup> Street Radii Improvement	PE RW CN	Federal Aid	56	14	70	x			
13. <b>SR 26, Des # 0500999 (Note 6)</b> At Park East Boulevard Traffic Signal Modernization	PE RW CN	Interstate	13.5	1.5	15	x			
14. <b>SR 26, Des # 0501023</b> US 52 to Park East Blvd. Surfacing Patching	PE RW CN	Federal Aid	800	200	1,000	x			
15. <b>SR 26, Des # 0600131 (Note 7)</b> At CR 500E and SR 26 Landscaping	PE RW CN	STP	80	20	100	x			
16. <b>SR 38, Des # 9802490 (Note 8)</b> 0.45 to 1.35 Mi east of I-65 Pavement Replacement <i>IPOC Date: 2009</i>	PE RW CN	Federal Aid	2,004	501	2,505			x	
17. <b>US 52, Des # 9802510</b> Beech to SR 38 Pavement Replacement <i>IPOC Date: 2010</i>	PE RW CN	Federal Aid Federal Aid	384 15,120	96 3,780	480 18,900	x			x
18. <b>US 52, Des # 0100699</b> Wabash R to 3.03 Mi E of Wabash Pavement Replacement <i>IPOC Date: 2011</i>	PE RW CN	Funds Authorized in December 2006							
		Federal Aid	7,200	1,800	9,000				x
19. <b>US 52, Des # 0201210</b> EB Bdg Over CSX RR & N. 9 <sup>th</sup> St. Bridge Deck Replacement	PE RW CN	Federal Aid	1,256	314	1,570				x
20. <b>US 52, Des # 0201211</b> WB Bdg Over CSX RR & N. 9 <sup>th</sup> St Bridge Deck Overlay	PE RW CN	Federal Aid	560	140	700				x
21. <b>US 52, Des # 0401007 (Note 9)</b> 0.72 Mi W of SR 352 to US 231 Road Rehabilitation	PE RW CN	No Funds for CN programmed at this time							
22. <b>US 52, Des # 0401287</b> East side of SR 443 Bridge Landscaping – Wildflowers	PE RW CN	Funds Authorized on April 15, 2005. Project not yet let for CN							

NOTE: all funding amounts are shown in thousands of dollars

	Project, DES Number Location & Description	PH	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year			
							'08	'09	'10	'11
23.	<b>US 52, Des # 0600216</b> At McCormick Road Signal, New or Modernized	PE RW CN	Federal Aid	64	16	80	x			
24.	<b>US 52, Des # 0710000</b> .03 mi west of Northwestern Sewer Pipe Reconstruction	PE RW CN	State	0	60	60	x			
25.	<b>I-65, Des # 9802780 (Note 6)</b> At SR 26 Interchange Modification <i>IPOC Date: 2008</i>	PE RW CN	Interstate Interstate	160 4,352	40 1,088	200 5,440	x x			
26.	<b>I-65, Des # 9802790 (Note 10)</b> at SR 43 Interchange Modification <i>IPOC Date: 2008</i>	PE RW CN	Federal Aid	2,976.8	744.2	3,721			x	
27.	<b>I-65, Des # 0600043</b> At SR 25/38 Bridge Painting	PE RW CN	Interstate	380	95	475	x			
28.	<b>US 231, Des # 9700830 (Note 11)</b> North of Wabash River to SR 26 New Road CN – Grading Only <i>IPOC Date: 2008</i>	PE RW CN	NHS	14,623	5,655	20278	x			
29.	<b>US 231, Des # 0300431</b> SR 26 to US 52 New Road Construction <i>IPOC Date: 2009</i>	PE RW CN	Federal Aid Federal Aid	5376 20,828	1,344 5,207	6,720 26,036	x		x	
30.	<b>US 231, Des # 0600629 (Note 12)</b> Wabash River to SR 26 New Road Construction <b>(S. Intramural Widening 0300374)</b> <i>IPOC Date: 2008</i>	PE RW CN	NHS 3AA/MG	14,000 447	3,500	17,500 1,316			x x	
31.	<b>12 Acres of Museums Campus Des # 9981310</b> Museums at Prophetstown	PE RW CN	Federal Aid	384	96	480	'04			
32.	<b>Prophetstown Eagle Wing Center Des # 0200981</b> Enhancement Grant	PE RW CN	STP	500	125	625			x	
33.	<b>Various Locations at Purdue Des # 0400569</b> Road Resurfacing	PE RW CN	State	0	150	150	x			
<b>Total</b>				129,582	34,478	164,932				

NOTE: all funding amounts are shown in thousands of dollars

Project, DES Number Location & Description	PH	Fund Code	Federal Funds	State Funds	Total Cost	Anticipated Year '08 '09 '10 '11
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NOTE: all funding amounts are shown in thousands of dollars

Note 1: other projects included: 0400991, 0400992, 0500648, 0710323

Note 2: other projects included: 0400995, 0400996, 0400997

Note 3: other projects included: 0400998, 0400999, 0401000, 0401001, 0401002, 0401003

Note 4: other project included: 9608220

Note 5: other project included: 0100933

Note 6: other projects included: 0300233, 0300234, 0300235, 0300236, 0300237

Note 7: other project included: 0600401

Note 8: other project included: 0101058

Note 9: other project included: 0201392

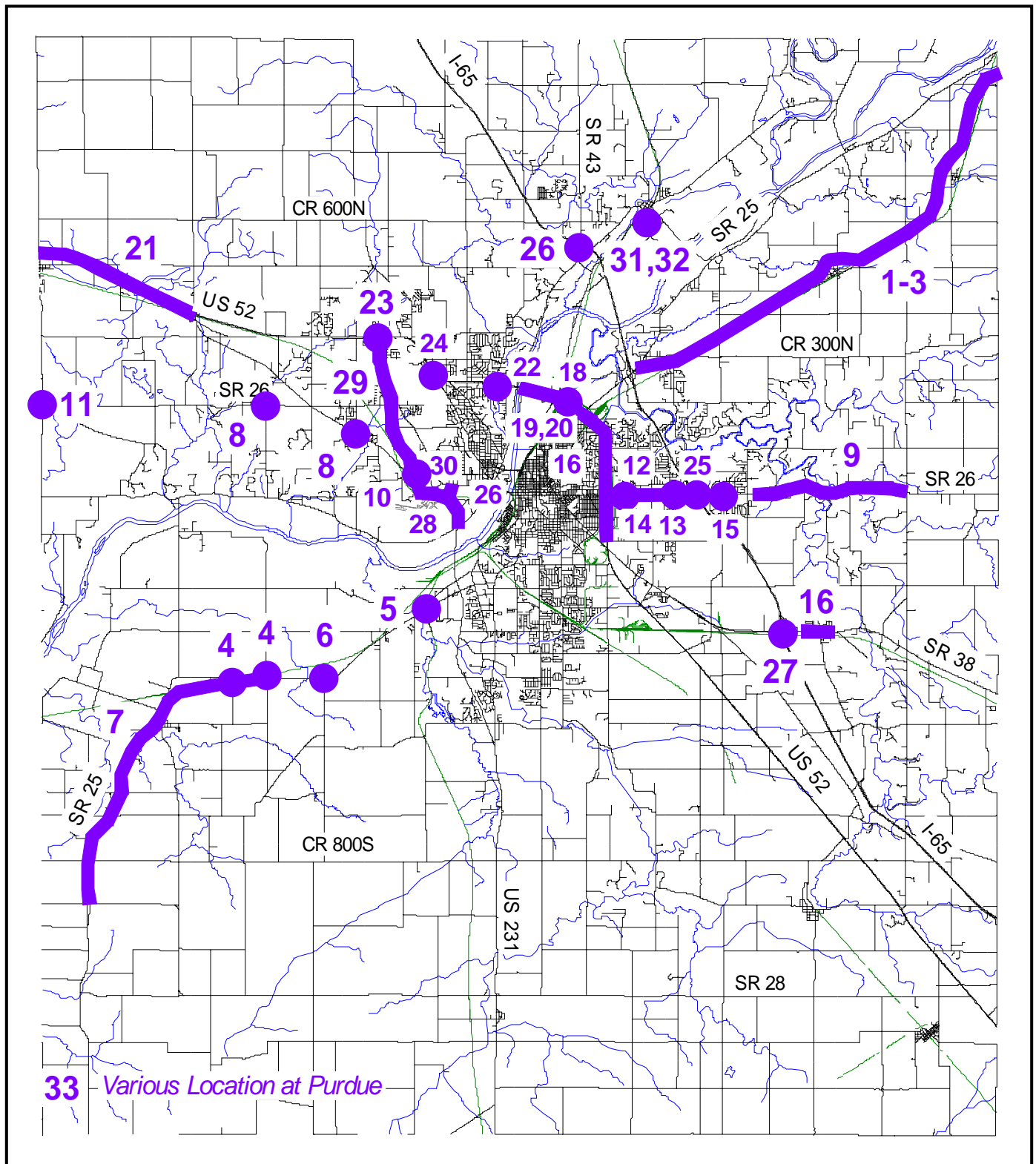
Note 10: other project included: 0300284

Note 11: other projects included 9900831, 9900832

Note 12: other projects included: 9900833, 000083A, 000083B, 000083C, 000083X,  
0300374. Local federal funds will be used to widen South Intramural Drive.

## Exhibit 6

### Location of INDOTs Fiscally Constrained Projects



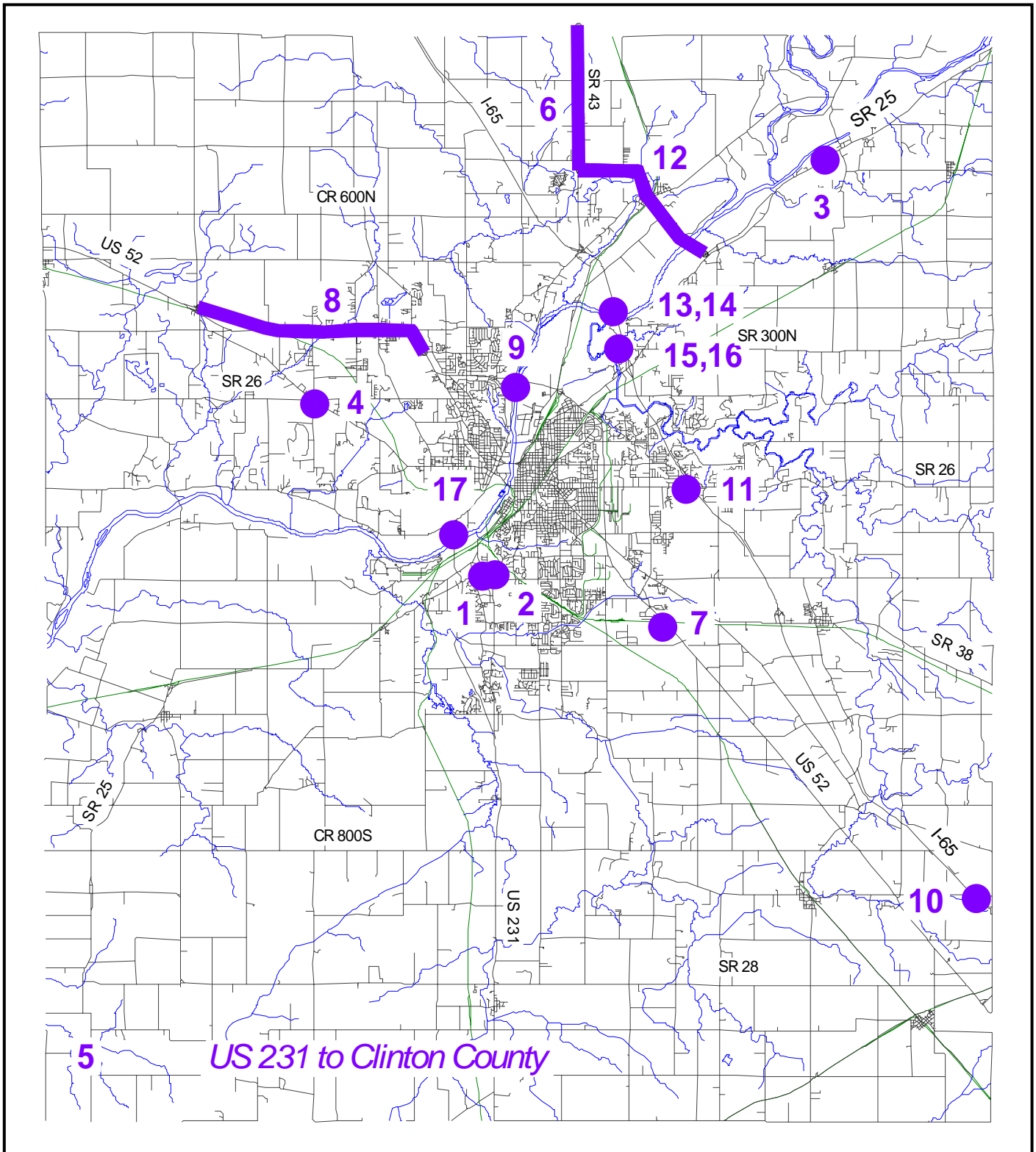
## Exhibit 7

### INDOT Projects Shown for Informational Purposes Only

Project, DES Number Location & Description	PH	Fund Code	Federal Funds	Local Funds	Total Cost	Anticipated Year			
						'08	'09	'10	'11
1. <b>SR 25, Des # 9800590</b> at South Beck Lane, Intersection Improvement			PROJECT	SUSPENDED					
2. <b>SR 25, Des # 9800690</b> at Old US 231, Intersection Improvement			PROJECT	SUSPENDED					
3. <b>SR 25, Des # 0200004</b> 3.77 miles north of SR 225, Small Structure Replacement			PROJECT	SUSPENDED					
4. <b>SR 26, Des # 0100427</b> At CR 200N, 400W & Jackson H., Safety Improvements			PROJECT	ELIMINATED					
5. <b>SR 26, Des # 0401143</b> US 231 to Clinton Co. Line, Guard Rail Improvements			PROJECT	ELIMINATED					
6. <b>SR 43, Des # 0012940</b> SR 225 to SR 18, Road Replacement <b>IPOC Date: 2010</b>			PROJECT	SUSPENDED					
7. <b>US 52, Des # 9900510</b> Norfolk Southern RR Crossing, Grade Separation			PROJECT	PROVISIONAL	(0600025)				
8. <b>US 52, Des # 0201393</b> US 231 to 1.78 Mi W of SR 443, Road Rehabilitation			PROJECT	ELIMINATED					
9. <b>US 52, Des # 0400774</b> Wabash River Bridge, Bridge Replacement			PROJECT	SUSPENDED					
10. <b>I-65, Des # 0100293</b> Bridge over Lauramie Creek, Bridge Rehabilitation			PROJECT	ELIMINATED					
11. <b>I-65, Des # 0100309</b> Over SR 26, Bridge Rehabilitation			PROJECT	ELIMINATED					
12. <b>SR 225, Des # 0401399</b> SR 25 to SR 43, Road Resurfacing			PROJECT	ELIMINATED					
13. <b>I-65, Des # 0012660</b> Wabash R. southbound bridge, Deck Reconstruction			PROJECT	SUSPENDED					
14. <b>I-65, Des # 0600402</b> Wabash R. northbound bridge, Deck Reconstruction & Widening			PROJECT	SUSPENDED					
15. <b>I-65, Des # 0066620</b> Wildcat Creek southbound bridge, Deck Replacement & Widening			PROJECT	SUSPENDED					
16. <b>I-65, Des # 0600400</b> Wildcat Creek northbound bridge, Deck Replacement & Widening			PROJECT	SUSPENDED					
17. <b>US 231, Des # 0400064</b> NB Bridge over Wabash R., Bridge Rehabilitation			PROJECT	SUSPENDED					

## Exhibit 8

### Location of INDOTs Non-Fiscally Constrained Projects



## 5. PRIORITIZATION OF PROJECTS

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The Technical Transportation Committee (whose members represent the local units of government and other eligible agencies) reviews submitted requests for federal funds. Its review includes discussing issues pertaining to safety, security, and congestion. The limited amount of federal funds constrains the projects that can be programmed. To stay within available funding, the following general criteria were used.

1. Projects that were previously programmed, were not funded, but still remain ready to be committed;
2. Projects programmed for construction;
3. Traffic operation or Transportation System Management type improvements;
4. Projects programmed for right-of-way acquisition; and
5. Projects programmed for preliminary engineering.

Following Technical Transportation Committee review, the Administrative Committee reviews the recommended priorities. Only after Administrative Committee approval does the Area Plan Commission review the recommended priorities and draft document.

The general criteria cited above were used to develop the project ranking shown in **Exhibits 9 and 10**. Estimated funding levels for STP 3AA Urban Group II and Minimum Guarantee funds were provided by INDOT, Division of Policy and Budget. Details further explaining the estimated level of funding can be found in the Financial Summary and Plan section.

The relative ranking of projects submitted (as shown in **Exhibits 9 and 10**) complies with those estimated funding levels. Fiscal Years were not "over programmed" unless local government agencies committed to fund them with additional local money or moved the project back to an available funding year.

### URBAN STP/MG FUNDING

The Local Public Agencies (LPA) submittal included sixteen projects for which Urban STP and MG funds were requested. The City of West Lafayette requested these funds to improve Yeager Road, Soldiers Home Road (two phases), Happy Hollow, Salisbury, Cumberland, and North River Road. In light of geotechnical problems, the City of West Lafayette requested additional funds to construct Tapawingo Extension. The City of Lafayette requested federal funds to reconstruct and widen Concord Road from the extension of Maple Point Drive to CR 430S. These improvements include extending Maple Point Drive westward connecting US 52 to Concord Road. This is an extensive project and the City will be improving the road in three separate projects. Federal funds were also requested to improve South 9<sup>th</sup> and South 18<sup>th</sup> Streets. The County requested funds for two projects: McCarty Lane Extension (construction phase) and Cumberland Road Extension (additional funds for engineering, right-of-way, and construction). Finally, the remaining project seeking federal funds is South Intramural Drive. This project is part of the US 231 relocation project from South River Road to SR 26.

On April 19, 2006, the Technical Transportation Committee reviewed and prioritized projects following the criteria listed above. **Exhibit 9** shows the priorities. On May 17,



2006, the Committee revisited the funding requests. This second review was needed since a credit in federal funds for the Tapawingo Extension and Cumberland Extension projects were not originally accounted for during the first review.

Typically the requests for federal funds are either for new projects or for future phases of projects that have already begun. But this TIP differs slightly in that the City of West Lafayette and Tippecanoe County have requested additional federal funds for phases that have already been approved. The City of Lafayette requested additional funds to construction Tapawingo Extension and the County requested additional funds to design and engineer Cumberland Extension. Since these two requests were for phases that are already been approved, they were not prioritized.

For **FY 2008** there were nine requests: five from Lafayette and three from West Lafayette. The other project in which federal funds were being requested is South Intramural Drive. The City of Lafayette requested federal funds to purchase the additional land needed and to construct Concord Road from Brady Lane to CR 350S. The third and fourth requests were for the engineering and right-of-way phases of Concord Road north of Brady Lane. In addition, the City of Lafayette requested federal funds to begin preliminary engineering for South 18<sup>th</sup> Street. The City of West Lafayette requested federal funds for the Yeager Road preliminary engineering and right-of-way phases. They also requested federal funds to begin the Happy Hollow Project.

In reviewing the project request list and the available federal funds, there were not enough funds to accommodate all of the requests. Thus the Technical Transportation Committee financially constrained the project list. Only one project was dropped: Soldiers Home Road. While this project was removed from this specific year, it could be programmed in a future year.

The priorities assigned to the projects followed the general criteria. Top priority was assigned to the Concord Road project from Brady Lane to CR 350S (right-of-way phase). Second priority was assigned to Yeager Road (preliminary engineering phase). Rounding out the top three priorities was the Concord Road project north of Brady Lane (preliminary engineering phase).

In prioritizing the remaining projects, fourth priority was assigned to South Intramural Drive. The priorities of the next three projects follow the same ranking as assigned to the top three: Concord from Brady Lane to CR 350S, Yeager Road, and then Concord Road (Maple Point to Brady Lane) and Maple Point Extension. The improvement to Happy Hollow was assigned eighth priority. Rounding out the priorities, or number nine, was South 18<sup>th</sup>.

Eight project requests were submitted for **FY 2009**, and once again, the requests exceeded the amount of funds available. In order to financially constrain the list, four projects were removed. They included South 18<sup>th</sup> Street, Soldiers Home Road, the third phase of Concord Road (CR 350S to CR 430S) and the second phase of Soldiers Home Road (Kalberer to the City Limits).

The Technical Transportation Committee assigned the first priority to construct McCarty Lane. The construction phase of Yeager Road was assigned second priority and the second phase of Concord Road (Maple Point to Brady Lane and Maple Point Extension (RW phase) was assigned third. Fourth priority was assigned to the right-of-way phase of Cumberland Extension.

For the two remaining years, the amount of federal funds requested greatly exceeded the amount available. Seven requests were received for **FY 2010** and ten for **FY 2011**.

Of all the requests in **FY 2010**, the Technical Committee selected to fund only the Cumberland Road Extension Project, construction phase. Even though the request was for four million dollars and exceeded the available amount, the Committee allocated all of the available federal funds, \$3,051,946, it could at this time.

For the final year, **FY 2011**, the large number of requests was also reflected in the amount of federal funds requested. It nearly topped \$13 million. With only a little over three million to spend, the Committee chose to fund the construction of Happy Hollow. This left a little over a quart of a million dollars to allocate. Instead of funding another request, the Committee chose to allocate the entire annual amount, \$3,051,946, to the Happy Hollow project.

Comparing the priority list in the '05 TIP to this one, there are several differences. While the top two projects, McCarty Lane and South Intramural, did not advance to point where dirt is being moved, they still continue to receive top priority in this TIP. The other three requests for federal funds in the '05 TIP advanced. The Tapawingo Extension project was "let" for construction. The City of Lafayette hired an engineering firm to design the improvements to Concord Road (first phase). The County also hired an engineering firm to design the Cumberland Road Extension project. The other project, improving Concord north of Brady Lane, shown as a priority in the last TIP, continues to receive federal funds in this TIP. Finally, four new projects now appear in this TIP: Yeager Road, Soldiers Home Road, South 18<sup>th</sup> and Happy Hollow Road.

## **RURAL STP FUNDING**

There is only one project in this TIP that will be using Rural STP 33E funds. The Town of Battle Ground will be utilizing these federal funds to reconstruction a portion of Railroad Street. Construction is anticipated to begin in FY 2008.

Typically projects seeking these funds compete against others statewide, and INDOT is authorized to prioritize them. Priority ranking is based on several factors: how close the project is to construction, the ability of the LPA to match federal funds, and how well the project is moving through land acquisition.

## **STP BRIDGE REPLACEMENT**

Bridge Replacement Funds have been approved for only one project: the Lilly Road Bridge near the pharmaceutical plant. The location is shown in **Exhibit 2**. The County would also like to seek these federal funds for two additional bridges on Lilly Road just east of the plant. In the FY '05 TIP, the County applied for these funds to improve the Hog Point Bridge. The request was not approved so the County will use its local funds for the improvements.

Similar to Rural STP funding, projects requesting these funds compete against others statewide. INDOT makes the final determination.

## **STP RAIL – HIGHWAY CROSSINGS**

These federal funds are special federal funds that target improving railroad-crossing safety. Like Rural STP Funds, these projects compete against others statewide. Projects are chosen based on FRA index ratings and benefit to cost analysis. At this time the County or Cities are not seeking these funds.

## **STP - ENHANCEMENT**

There are five enhancement projects listed in the Program of Projects, two in **Exhibit 3** and three in **Exhibit 5**. The three shown in the financially constrained list, **Exhibit 5**, have been awarded federal funding. One of the projects listed in **Exhibit 3** was resubmitted in the January 2006 grant cycle while the other is a new project. The Transportation Enhancement Selection Committee is reviewing all applications.

The three projects awarded federal funding are quite different in scope. Located in the new State Park, the first Museum at Prophetstown project involves constructing a Ecotone shuttle road, pedestrian and bicycle trail, restoring twelve acres of historic landscaping, environmental and wildlife habitat; and providing both safety and educational activities. The Museum was also awarded a grant (2002) for the construction of the Eagle Wing Center parking lot. Finally, the Indiana Department of Natural Resources submitted a grant to construct a portion of the Wabash Heritage Trail that runs through Prophetstown State Park.

In the 2006 submittal, the project focus is on alternative transportation. The City of West Lafayette requested these funds to construct a mile of trail that will extend the Wabash Heritage to the Trolley Line Trail. Parts of it will be along North River Road, Happy Hollow Road and in Happy Hollow Park. The City is requesting enhancement funds for the project again

The second request for the 2007 submittal is from the City of Lafayette. The city is requesting these funds to design, purchase easements, and construct a trail along the Duke high energy power lines from Munger Park to Britt Farm Drive. This trail will connect to the trail that was recently constructed along Greenbush Street.

INDOT requires that enhancement projects only be prioritized if two or more projects request funding. Since two requests were submitted, the Technical Transportation reviewed both projects and ranked them. The Committee chose the Wabash Heritage Trail Extension as first priority.

In 2000, enhancement funds were awarded to CityBus and the Imagination Station to create a transit exhibit at the museum. Since then, the project never progressed and interest waned. On August 10, 2005, a letter was sent stating that CityBus is no longer interested in the project. This request was forwarded to INDOT and the project was removed from INDOT's project schedule. The federal funds were in turn released and are once again available.

## **HAZARD ELIMINATION SAFETY FUNDS**

Hazard Elimination Safety, HES, funds are used to correct hazardous locations by funding projects that will reduce the number and severity of crashes. Safety projects are identified through reports or studies. Typically, federal funds provide eight percent of total project costs. However HES grants fund with ninety percent or possibly the entire cost of construction. Federal regulations also allow HES funds to be used for traffic calming projects.

Applications for HES funds must follow guidelines developed by FHWA and INDOT. The application includes a review of the existing problem and a detailed proposed solution. A detailed crash analysis along with the proposed project's costs and justification must also be included. There must also be a commitment to provide both

FHWA and INDOT a safety report on the actual crash reductions realized by the improvements.

Three projects have been approved for these funds. One is located in the City of Lafayette while the other is located in Tippecanoe County. The one in Lafayette targets improvements to Earl Avenue at State and 24<sup>th</sup> Streets. The County project targets improvements to Tyler Road. Both projects are listed in **Exhibit 1**.

The City of West Lafayette submitted a request for these funds in July of 2005 to add traffic calming elements to Sycamore Lane. The INDOT and FHWA Safety Committee approved the project on August 20, 2006. The project is listed in **Exhibit 1**.

## **INDOT PROJECTS**

In addition to local projects, the Technical Transportation Committee prioritized INDOT financially constrained projects. Only projects proposed for federal funding in FY 2008 through 2011 were prioritized. Each project was grouped according to work type. The priority ranking approved follows the proposed Fiscal Year assigned for each project phase.

## Exhibit 9

### Prioritized STP (3AA) Group II Urban & Minimum Guarantee Funds

Fiscal Year	Priority Rank	Agency	Project	Phase	Federal Share	Local Share	Total Cost
<b><i>Funds Available, Spent and Committed: 2004 – 2006</i></b>							
<i>Funds Available for FY 2004</i>					2,871,986		
<i>Funds Available for FY 2005</i>					3,238,443		
<i>Funds Available for FY 2006</i>					3,212,575		
Total					9,323,004		
Kalberer Road (CN)					909,060		
Tapawingo Extension (CN)					1,265,000	Note 1	
Cumberland Extension (PE)					72,000	Note 2	
Concord Road (Brady to CR 350S) (PE)					450,000		
Total					2,696,060		
<i>Balance (Available to Carry Over into FY '07 TIP)</i>					<b>6,626,944</b>		
<b><i>Funding Available: 2004 – 2011</i></b>							
FY 2004 - 2006					6,626,944		
FY 2007					3,212,575		
FY 2008 - 2009					6,425,150		
Total					16,264,669		
FY 2010					3,212,575		
FY 2011					3,212,575		
<b><i>Project Requests</i></b>							
Funds Available for FY 2007 through 2009					16,264,669		
Programmable Balance Less 5% Change Order Policy (\$813,233)					<b>15,451,436</b>		
<b><i>Request for additional Federal Funds</i></b>							
Tapawingo Extension				CN	1,400,000		
Cumberland Extension				PE	120,000		
Total Additional Requests					1,520,000		
Balance (Funds Available minus Total Cost)					<b>13,931,436</b>		
<b>FY 2008</b>	1	Lafayette	Concord (Brady/350S)	RW	96,000	24,000	120,000
	2	W. Laf.	Yeager	PE	120,000	30,000	150,000
	3	Lafayette	Concord (M Pt/Brady)	PE	480,000	120,000	600,000
	4	INDOT	South Intramural	CN	447,032	205,000	652,000
	5	Lafayette	Concord (Brady/350S)	CN	2,560,000	640,000	3,200,000
	6	W. Laf.	Yeager	RW	280,000	70,000	350,000
	7	Lafayette	Concord & Maple Pt.	RW	160,000	40,000	200,000
	8	W. Laf.	Happy Hollow	PE	176,000	44,000	220,000
	9	Lafayette	South 18 <sup>th</sup>	PE	326,801	81,700	408,501
Total Cost of Projects					4,645,833		
Balance (Funds Available minus Total Cost)					<b>9,285,603</b>		

## Exhibit 9 Continued

Fiscal Year	Priority Rank	Agency	Project	Phase	Federal Share	Local Share	Total Cost
<b>FY 2009</b>	1	County	McCarty Lane Ext.	CN	4,800,000	1,200,000	6,000,000
	2	W. Laf.	Yeager	CN	1,120,000	280,000	1,400,000
	3	Lafayette	Concord (Brady/350S)	CN	3,200,000	800,000	4,000,000
	4	County	Cumberland Ext.	RW	165,603	41,401	207,004
Total Cost of Projects					9,285,603		
Balance (Funds Available minus Total Cost)					<u>0</u>		
<b>Projects Programmed for Out Years: 2010 – 2011</b>							
<i>Carry Over Funds</i>					0		
<i>Funds Available for FY 2010</i>					3,212,575		
<i>5% Change Order Reserve</i>					160,629		
<i>Total Funds Available</i>					<u>3,051,946</u>		
<b>FY 2010</b>	1	County	Cumberland Ext.	CN	3,051,946	1,948,054	5,000,000
Total Cost of Projects					3,051,946		
Balance (Funds Available minus Total Cost)					<u>0</u>		
<i>Carry Over Funds</i>					0		
<i>Funds Available for FY 2011</i>					3,212,575		
<i>5% Change Order Reserve</i>					160,629		
<i>Total Funds Available</i>					<u>3,051,946</u>		
<b>FY 2011</b>	1	W. Laf.	Happy Hollow	CN	3,051,946	762,987	3,814,933
Total Cost of Projects					3,051,946		
Balance (Funds Available minus Total Cost)					<u>0</u>		

**Note 1:** Of the \$1,561,000 in federal funds allocated to the Tapawingo Extension project (CN phase), \$269,000 are TEA 21 federal funds and \$1,265,000 are SAFETEA-LU funds.

**Note 2:** Of the \$120,000 in federal funds allocated to the Cumberland Extension project (PE phase), \$48,000 are TEA 21 federal funds and \$72,000 are SAFETEA-LU funds.

## Exhibit 10

### INDOT Fiscally Constrained Prioritized Projects: FY 2008 - FY 2011

Priority	State Road	Des Number	Description	Ph.	Total \$ (x1,000)	CN Date	Federal Funds
<i>Added Passing Lanes</i>							
1	SR 25	0500107	At 375W	RW	20	2008	Federal Aid
2	SR 25	0500107	At 375W	CN	150	2009	Federal Aid
<i>Added Travel Lanes</i>							
<b>No Projects</b>							
<i>Bridge Rehabilitation</i>							
<b>No Projects</b>							
<i>Bridge Deck Replacement</i>							
1	US 52	0201210	EB Bridge over CSX RR	CN	1,570	2011	Federal Aid
<i>Bridge Replacement</i>							
1	SR 25	0400775	CSX Bdg. south of US 231	CN		2012	
<i>Bridge Deck Overlay</i>							
1	US 52	0201211	WB CSX Bdg over CSX RR	CN	700	2011	Federal Aid
<i>Bridge Painting</i>							
1	I-65	0600043	At SR 25 /38	CN	475	2008	Interstate
2	US 52	0400598	Wabash River Bridge	CN	240	2008	BR\$
<i>Grade Separation / New Bridge</i>							
<b>No Projects</b>							
<i>Guard Rail Improvements</i>							
<b>No Projects</b>							
<i>Interchange Modification</i>							
1	I-65	9802780	At SR 26	RW	200	2008	Interstate
2	I-65	9802780	At SR 26	CN	5,440	2008	Interstate
3	I-65	9802790	At SR 43	CN	3,721	2009	Federal Aid
<i>Intersection Improvement</i>							
1	SR 25	0101064	At CR 575W & 500W.	RW	250	2008	Federal Aid
2	SR 25	0101064	At CR 575W & 500W	CN	150	2009	Federal Aid
<i>New Road Construction</i>							
1	US 231	9700830	North of Wabash R. to SR 26	CN	18,720	2008	NHS
2	US 231	0300431	SR 26 to US 52	RW	6,720	2008	Federal Aid
3	US 231	0600629	Wabash River to SR 26	CN	17,500	2009	NHS
4	US 231	0300431	SR 26 to US 52	CN	26,036	2009	Federal Aid
5	SR 25	9802920	Hoosier Heartland	CN	26,968	2010	NHS
<i>Pavement Replacement</i>							
1	US 52	9802510	Union to McCarty Lane	RW	480	2008	Federal Aid
2	SR 38	9802490	.45 to 1.35 miles east of I-65	CN	2,505	2009	Federal Aid
3	US 52	9802510	Union to McCarty Lane	CN	18,900	2010	Federal Aid
4	SR 26	0012950	1.12 to 4.71 miles east of I-65	CN	12,000	2012	NHS

Priority	State Road	Des Number	Description	Ph.	Total \$ (x1,000)	CN Date	Federal Funds
Pavement Resurface							
1	SR 25	0501022	SR 28 to CR 100W	CN	1,416	2008	Federal Aid
Radii Improvement							
1	SR 26	0500526	At 36 <sup>th</sup> Street	CN	70	2008	Federal Aid
Road Rehabilitation							
1	US 52	0401007	West of SR 352 to US 231	CN	9,650	2008	STP
Road Replacement							
No Projects							
Sight Distance Correction							
1	SR 26	9801040	At CR 300W & CR 500W	CN	1,927	2008	Federal Aid
Signals, New or Modernized							
1	US 52	0600216	At McCormick Road	CN	80	2008	Federal Aid
2	V. Loc.	0201331	Various Locations in Tip. Co.	CN	650	2008	STP
Small Structure Replacement							
1	SR 26	0100932	Unnamed Trib. of Wabash R.	CN	1,950	2008	NHS
2	SR 26	0201252	At Tippecanoe/Warren Co. Ln	PE	17	2008	Federal Aid
3	SR 26	0201252	At Tippecanoe/Warren Co. Ln	RW	40	2009	Federal Aid
Enhancement							
1	Prophe t	9981310	12 Acres of Museums Campus	CN	480	2004	Federal Aid
2	Prophe t	0200981	Eagle Wing Center	CN	625	2009	STP
Traffic Signal Modernization							
1	SR 26	0500999	At Park East Boulevard	CN	15	2008	Interstate
Trail Construction							
1	Wab. T.	0101297	Through Prophetstown Park	CN	Project Completed		
Landscaping							
1	SR 26	0600131	At CR 500E	CN	100	2008	STP
2	US 52	0401287	At SR 443 Bridge	CN	36	2009	STP

V. Loc.: Various Locations throughout Tippecanoe County  
Wab. T.: Wabash Heritage Trail



## 6. FINANCIAL SUMMARY AND PLAN

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TEA 21 and SAFETEA-LU require all TIPs to be financially constrained. Thus, this community cannot over-program or spend more than we are allocated. A financial plan is required that demonstrates how projects are implemented within budget as well as indicate resources from both public and private sources that are reasonably expected to be made available to carry out the plan.

Before a financial plan can be developed, available funding limits are provided by INDOT for all road projects within the urban area. Bridge, rail safety, rural roads, enhancement and HES projects compete against other projects throughout the state and are thus shown on the "information only" list until INDOT awards funding. Transit funding is based on both present and past year funding levels while the same is true for airport projects.

The Four Year Program of Projects anticipates a total cost of over \$368.9 million. Sources of federal, as well as local, funds for locally initiated projects are shown in **Exhibits 11 through 14**.

Since this TIP must be financially constrained, funding requests are capped or limited to the requested amount. If a project needs additional federal funding, the TIP can either be amended (if there are enough federal funds available) or the jurisdiction must make up the difference with local funds.

### **STP/MG – SURFACE TRANSPORTATION PROGRAM, GROUP II and MINIMUM GUARANTEE FUNDS**

Projects within the urban area are eligible for federal Surface Transportation Program (STP) Group II and Minimum Guarantee (MG) funds. For simplicity in programming, both funding sources have been combined into one account. Over the next three fiscal years, this community area has a total of \$16,264,669 available to spend from two sources.

In INDOT's notice, this area has \$3,212,575 available to program in FY 2007. Our apportionment is projected to remain the same for 2008 and 2009. INDOT's notice showing these apportionments can be found in the **Appendix**. INDOT allows Group II cities to combine and program current fiscal year federal funds with the following two-year anticipated apportionments. Thus the combined three-year apportionment for our area equals \$9,637,725.

Because this TIP cover the previous three fiscal years, any federal funds that were not used can be carried over and added to the 3-year total. **Table 1** shows the amount of federal funds available for each previous fiscal year and the amount of federal funds allocated by project. Since there are more funds available (\$9,323,004) then allocated (\$2,696,060), the balance of \$6,626,944 can be carried forward and reprogrammed.

Combining the three-year appropriation (\$9,637,725) and the carry over amount (\$6,626,944), this area has available to program \$16,264,669 for fiscal years 2007 through 2009.

**Table 1. Summary of Federal Funds: 2004 – 2006**

***Federal Funds Available:***

<u>Year</u>	<u>Amount</u>
FY 2004	\$2,871,986
FY 2005	\$3,238,443
FY 2006	\$3,212,575
<b>Total</b>	<b>\$9,323,004</b>

***Federal Funds Allocated:***

<u>Project</u>	<u>Amount</u>
Kalberer Road	\$909,060
Tapawingo Extension	\$1,265,000
Cumberland Extension	72,000
Concord Road	\$450,000
<b>Total</b>	<b>\$2,696,060</b>

On April 19, 2006, the Area Plan Commission adopted a new change order policy for local federal aid projects. It can be found in the **Appendix**. The new policy addresses change orders that occur when unforeseen situations arise and establishes a policy that 5% of the estimated federal funds will be left unprogrammed so long as those unprogrammed funds are not in danger of being lost by the community. This policy was implemented in this TIP and the set aside amount (**Exhibit 11**) for FY 2007 - FY 2009 is \$813,233.

TEA-21 funds were used to purchase the property needed for the Tapawingo Extension project and the amount allocated was more than what was used. The remaining balance, \$296,000, was credited to construction phase of the project. Likewise, TEA-21 funds were allocated to the Cumberland Extension corridor study, however, the study was later determined to be unnecessary. Thus, the \$48,000 was credited to the engineering phase. Overall, the credit of TEA-21 funds was \$344,000. This reduced the amount of SAFETEA-LU funds needed for both projects.

Reviewing all of the federal funding requests, two requests were received for additional federal funds for phases of projects that have already begun. The City of West Lafayette requested additional funds to construct Tapawingo Extension and the County requested additional funds to engineer Cumberland Extension. Both requests total to \$1,520,000. These requests were the highest priority and incorporated into the TIP. With over fifteen million dollars available, there are enough federal funds for both requests.

For FY 2008, both Cities requested federal funds. Nearly all of the requests were approved. The approved list included funding the first phase of Concord Road (right-of-way and construction), Yeager Road (preliminary engineering and right-of-way), the second phase of Concord Road (preliminary engineering and right-of-way), South Intramural (construction), Happy Hollow (preliminary engineering), and South 18<sup>th</sup> Street (preliminary engineering). The one project that the Technical Transportation Committee pulled or did not recommend to fund was the engineering phase of Soldiers Home Road from US 52 to Kalberer Road. Removing the Soldier Home project financially constrained the request.

The initial requests for FY 2009 (\$10,080,000) exceeded the Federal funds available. In order to financially constrain the request, the Technical Transportation Committee

removed four project requests: purchasing property for South 18; the first phase of Solders Home Road; engineering the third phase of Concord Road; and the second phase of Soldiers Home Road. This paring reduced the amount requested and left a balance of \$5,603. The remaining balance was added to Cumberland Road Extension (RW phase).

To complete the four-year program, INDOT's Division of Policy and Budget recommended using the 2007 funding amount for 2010 and 2011. Therefore we have programmed \$3,212,575 for each year. In reviewing all of the requests for both years, the Technical Transportation Committee recommended funding only the Cumberland Road Extension project, construction phase, for 2010 and only the Happy Hollow project, construction phase, for 2011. Both projects will use the entire two year federal funding allocation.

A detailed analysis of available funds and project requests can be found in **Exhibits 11 and 12**. Since the constrained request does not exceed the programmable balance, both STP and MG funds are financially constrained.

## **STP - GROUP IV, ENHANCEMENT, HES & RAIL CROSSINGS**

Requests for STP Group IV, Enhancement, Rail Crossing and HES funds continue to follow TEA 21 guidelines. Use of these funds requires projects to compete against other projects statewide. For railroad crossing projects, those that have the highest prediction rate and best cost to benefit ratio are chosen. Enhancement projects are reviewed and chosen by a broad-based selection committee. Those projects receiving the highest rankings are chosen.

The County is not requesting any STP Group IV funds or Railroad Crossing Safety Funds in this TIP at this time.

Because it has not been approved by INDOT, the one enhancement project in **Exhibit 3** is listed for information purposes only. The City of West Lafayette plans to use these funds to construct a trail that connects the Wabash Heritage and Trolley Line Trails. The City requested these funds for this project last year.

Another category of federal funds utilized in this TIP is Hazard Elimination Safety funds. These funds are for specific projects that involve safety-oriented improvements. Special guidelines have been developed for these funds and document the problem and define the solution. A crash diagram analysis must be performed and the improvements must also be cost effective. Projects for which HES funds are requested are reviewed and approved by a committee of FHWA and INDOT personnel. Federal regulations also allow these funds for traffic calming projects.

There are three projects listed in this TIP regarding these funds. The City of Lafayette will use them to improve the intersections of Earl Avenue at 24<sup>th</sup> and State Streets, the County will use them to improve Tyler Road, and West Lafayette has applied for them to construct traffic calming elements along Sycamore Lane.

## **TRANSIT & AIRPORT FUNDING**

Funding projections for transit projects, both operating and capital, are based on current and previous year funding levels. A more detailed analysis of the financial condition and capability of CityBus can be found under the next section, Analysis of Financial Capacity: CityBus.

In addition, the Federal Aviation Administration has set limits for its funding categories. Funding for airport projects, both capital and operating, will remain at current levels.

## **LOCAL FUNDING SOURCES**

The projects listed in the Local Program of Projects, **Exhibit 1**, indicate a variety of local funding sources will be used in FY 2008 through FY 2011. A summary of these sources is shown in **Exhibit 13**. The City of Lafayette anticipates using three different sources of local funding for its projects: Cumulative Capital Funds, Economic Development and Tax Increment Financing. The City of West Lafayette anticipates using Cumulative Capital Funds, Economic Development Income, General Tax, Motor Vehicle Highway Account, Tax Increment Financing and Local Road and Street. The County anticipates using mostly Cumulative Bridge Funds, Local Road and Street and Economic Development Income Tax.

## Exhibit 11

### Projected Expenditures of Federal Funds Local Public Agencies Financial Capacity: FY 2008 through FY 2009

Agency	Project	Phase	Fiscal Year	STP-MG	Priority Ranking
Apportionment FY 2004 – 2006				9,323,004	
Apportionment FY 2007 – 2009				<u>9,637,725</u>	
Total Apportionment				18,960,729	
Funds Already Allocated				2,696,060	
FY 07 - 09 Funds Available				<b>16,264,669</b>	
5% Change Order Reserve				813,233	
Funds Available				<b>15,451,436</b>	
West Lafayette	Tapawingo Extension	CN		<u>1,400,000</u>	
				14,051,436	
Tippecanoe Co.	Cumberland Extension	PE		<u>120,000</u>	
	Klondike to existing road			13,931,436	
Lafayette	Concord Road	RW	2008	<u>96,000</u>	<b>1</b>
	Brady Lane to CR 350S			13,835,436	
West Lafayette	Yeager Road	PE	2008	<u>120,000</u>	<b>2</b>
	US 52 to Northwestern			13,715,436	
Lafayette	Concord Road & Maple Point	PE	2008	480,000	<b>3</b>
	US 52 to Brady Lane			<u>13,235,436</u>	
INDOT	South Intramural	CN	2008	<u>447,032</u>	<b>4</b>
	US 231 Relocation			12,788,404	
Lafayette	Concord Road	CN	2008	<u>2,560,000</u>	<b>5</b>
	Brady Lane to CR 350S			10,228,404	
West Lafayette	Yeager Road	RW	2008	<u>280,000</u>	<b>6</b>
	US 52 to Northwestern			9,948,404	
Lafayette	Concord Road & Maple Point	RW	2008	160,000	<b>7</b>
	US 52 to Brady Lane			<u>9,788,404</u>	
West Lafayette	Happy Hollow	PE	2008	<u>176,000</u>	<b>8</b>
	US 52 to North River Road			9,612,404	
Lafayette	South 18 <sup>th</sup>	PE	2008	<u>326,801</u>	<b>9</b>
	CR 350S to CR 430S			9,285,603	

## Exhibit 11 Continued

Agency	Project	Phase	Fiscal Year	STP-MG	Priority Ranking
Balance Brought Forwarded				9,285,603	
Tippecanoe Co.	McCarty Lane Extension CR 550E to SR 26	CN	2009	<u>4,800,000</u> 4,485,603	1
West Lafayette	Yeager Road US 52 to Northwestern	CN	2009	<u>1,120,000</u> 3,365,603	2
Lafayette	Concord Road US 52 to Brady Lane	CN	2009	<u>3,200,000</u> 165,603	3
Tippecanoe Co.	Cumberland Extension Klondike to existing road	RW	2009	<u>165,603</u> 0	4

## Exhibit 12

### Projected Expenditures of Federal Funds Local Public Agencies Financial Capacity: FY 2010 and FY 2011

Agency	Project	Phase	Fiscal Year	STP-MG	Priority Ranking
FISCAL YEAR 2010					
Carry over Funds from FY 2009				0	
FY 2010 STP / MG Appropriation				3,212,575	
5 % Change Order Reserve				<u>160,629</u>	
Federal Funds Available				3,051,946	
Tippecanoe Co.	Cumberland Extension Klondike to Existing Road	CN		<u>3,051,946</u> 0	1
FISCAL YEAR 2011					
Carry over Funds from FY 2010				0	
FY 2011 STP / MG Appropriation				3,212,575	
5 % Change Order Reserve				<u>160,629</u>	
Federal Funds Available				3,051,946	
West Lafayette	Happy Hollow US 52 to North River Road	CN		<u>3,051,946</u> 0	1

# Exhibit 13

## Projected Expenditure of Local Funds by Local Public Agencies Financial Capacity from Financially Constrained List (Exhibit 1)

Fund	FY 08	FY 09	FY 10	FY 11
<b>Lafayette</b>				
Cumulative Bridge Funds & Tax Increment Financing (L2 & L13)*		624	160	4,900
Economic Development Income Tax & Tax Increment Financing (L4 & L13)*	905	800		
Local Funds Not Specified (L17)*	250	100	3,000	
<i>Total</i>	<i>1,155</i>	<i>1,524</i>	<i>3,160</i>	<i>4,900</i>
<b>West Lafayette</b>				
Cumulative Capital Funds, Economic Development & General Tax (L3, L4 & L5)*	44			
Cumulative Capital Funds, Economic Development Income, Local Road and Street & Motor Vehicle Highway Account (L3, L4, L9 & L16)*		50		
Cumulative Capital Funds, Eco. Development Income Tax & Tax Increment Financing (L3, L4 & L13)*	70			
Economic Development Income, Tax Increment Financing (L4 & L13)*	30			
Economic Development Income Tax, Local Road and Street & Motor Vehicle Highway Account (L4, L9 & L16)*			762	
Economic Development, General Funds, Tax Increment Financing (L4, L5 & L13)	150			
Tax Increment Financing (L13)*		280		
Local Funds Not Specified	70	30	650	
<i>Total</i>	<i>364</i>	<i>360</i>	<i>1,410</i>	
<b>Tippecanoe County</b>				
Cumulative Bridge Funds (L2)*	1,330	4,800		
Cumulative Bridge & Local Rd and St Funds (L2 & L9)*	1,300	3,200		
Economic Development Income Tax & Local Road and Street Funds (L4 & L9)*	1,100	6,140	1,948	
Other		141		
<i>Total</i>	<i>3,871</i>	<i>14,140</i>	<i>1,948</i>	
<b>Purdue Airport</b>				
Purdue funds (L15)*	22.5	240	200	280
<b>CityBus</b>				
County Option Income Tax, Cumulative Capital Funds & Local Property Tax (L1, L3 & L10)*	4,683	4,824	4,969	5,118
Local Property Tax & Fares, Passes, Tokens (L10 & 18)*				
Cumulative Capital Funds (L3)*	285	317	338	387
<i>Total</i>	<i>4,968</i>	<i>5,141</i>	<i>5,307</i>	<i>5,505</i>

\* See Exhibit 1

Note: All funding amounts are shown in thousands of dollars

## Exhibit 14

### Project Expenditures by Fund and Year INDOT's Financially Constrained Project Phases (Exhibit 5)

	FY 2008			FY 2009		
	Federal	State	Total	Federal	State	Total
Interstate	5,066	1,265	6,330	0	0	0
National Highway System	16,263	6,065	22,328	14,000	3,500	17,500
Federal Aid	10,965	2,729	13,694	26,688	6,672	33,361
STP	80	20	100	500	125	625
State	0	210	210	0	0	0
<i>TOTAL</i>	<i>32,374</i>	<i>10,288</i>	<i>42,662</i>	<i>40,688</i>	<i>10,172</i>	<i>50,861</i>

	FY 2010			FY 2011		
	Federal	State	Total	Federal	State	Total
Interstate	0	0	0	0	0	0
National Highway System	21,614	5,403	27,018	0	0	0
Federal Aid	0	0	0	24,136	6,034	30,170
STP	0	0	0	0	0	0
State	0	0	0	0	0	0
<i>TOTAL</i>	<i>21,614</i>	<i>5,403</i>	<i>27,018</i>	<i>24,136</i>	<i>6,034</i>	<i>30,170</i>



## **CITIES/COUNTY OPERATIONS and MAINTENANCE FINANCIAL ANALYSIS**

According to the final guidance issued by the Federal Highway Administration on February 14, 2007, the financial plan shall contain system-level estimates of costs and revenues sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways. TIPs are now required to examine previous years' operating and maintenance expenses and revenues, and then estimate if they will have enough funds to adequately maintain the federal-aid highway system over the next four years.

Both Cities and the County have provided financial information from their Annual Operational Report for Local Roads and Streets. This report is required under Indiana Code 8-17-4.1. The information used in this analysis is from 2002 to 2005. Information for 2006 is not yet available for all local government agencies. Individual tables for each jurisdiction follow.

There are no clear trends for receipts, disbursements and differences shown under the Annual Information for any jurisdiction. Receipts and disbursements fluctuate yearly and vary in magnitude. In some years the increase/decrease was small, however, in other years they were substantial. Overall, with the exception of only a couple of years, the difference has been positive.

Comparing cash and investments at the beginning and end of the year presents a challenge because there are several years in which only cash was reported. Outside of those years, the end balances for all jurisdictions show no overall increasing or decreasing trends. What is quite apparent is that the balances at the end of the year have always been positive.

Both Cities and the County anticipate they will receive adequate funding to continue operating and maintaining the federal-aid highways over the next four years. The three local governments prepare budgets every year which must be approved by the State. The information in the following exhibits is used when developing their budgets.

## Exhibit 15

### City of Lafayette Operating and Maintenance History 2002 through 2005

	2002 *1	2003 *1	2004	2005 *2
<b><i>Cash and Investments as of January 1</i></b>				
Balance	<b>1,097,884.69</b>	<b>1,258,662.80</b>	<b>605,195.19</b>	<b>1,178,447.02</b>
<b><i>Annual Information</i></b>				
<u><i>Receipts</i></u>				
MVH	4,633,866.01	3,442,266.40	4,180,081.94	5,359,223.25
LRS	462,507.02	489,547.70	531,635.57	937,547.85
Cum. Bridge				
Other				
<b>Total</b>	<b>5,096,373.03</b>	<b>3,931,814.10</b>	<b>4,711,717.51</b>	<b>6,296,771.10</b>
<u><i>Disbursements</i></u>				
MVH	4,502,398.43	4,141,271.40	4,199,297.93	6,353,626.68
LRS	433,196.49	538,777.00	471,911.96	747,644.28
Cum. Bridge				
Other				
<b>Total</b>	<b>4,935,594.92</b>	<b>4,680,048.40</b>	<b>4,671,209.89</b>	<b>7,101,270.96</b>
Total Receipts	5,096,373.03	3,931,814.10	4,711,717.51	6,296,771.10
Total Disbursements	4,935,594.92	4,680,048.40	4,671,209.89	7,101,270.96
<b>Difference</b>	<b>160,778.11</b>	<b>-748,234.30</b>	<b>40,507.62</b>	<b>-804,499.86</b>
<b><i>Cash and Investments as of December 31</i></b>				
Balance	<b>271,136.36</b>	<b>221,521.44</b>	<b>648,035.09</b>	<b>1,768,989.37</b>

Note \*1: Only includes cash balances. Investments are not included.

Note \*2: Cash and Investment information is based on audited financial statements from the City of Lafayette. Capital assets are excluded to reflect more appropriate comparisons with previous years.

**Exhibit 16**

**City of West Lafayette  
Operating and Maintenance History 2002 through 2005**

	2002 *1	2003 *1	2004	2005
<b><i>Cash and Investments as of January 1</i></b>				
<b>Balance</b>	<b>663,990.60</b>	<b>12,753,022.73</b>	<b>12,529,050.31</b>	<b>10,328,861.93</b>
<b><i>Annual Information</i></b>				
<u><i>Receipts</i></u>				
MVH	*2	1,201,572.04	1,058,818.90	1,102,391.77
LRS	*2	462,468.28	244,641.13	253,742.83
Other Funds	*2	5,970,474.70	17,867,268.74	13,190,951.96
<b>Total</b>		<b>882,803.10</b>	<b>19,170,728.77</b>	<b>14,547,086.56</b>
<u><i>Disbursements</i></u>				
MVH	*2	926,380.77	815,006.30	1,192,399.05
LRS	*2	669,932.27	308,840.15	119,314.94
Other	*2	4,163,512.73	4,113,618.45	2,788,705.16
<b>Total</b>		<b>994,248.05</b>	<b>5,237,464.90</b>	<b>4,100,419.15</b>
<i>% Change</i>			-9.1%	-21.7%
Total Receipts	1,546,793.70	7,634,515.02	19,170,728.77	14,547,086.56
Total Disbursements	994,248.05	5,759,825.87	5,237,464.90	4,100,419.15
<b>Difference</b>	<b>552,545.65</b>	<b>3,803,826.42</b>	<b>13,933,263.87</b>	<b>10,446,667.41</b>
<b><i>Cash and Investments as of December 31</i></b>				
<b>Balance</b>	<b>552,545.65</b>	<b>9,743,088.23</b>	<b>26,462,314.18</b>	<b>20,775,529.34</b>

Note \*1: Only includes cash balances. Investments are not included

Note \*2: Report does not include the specific information.

Exhibit 17

**Tippecanoe County**  
**Operating and Maintenance History 2002 through 2005**

	2002	2003	2004	2005
<b><i>Cash and Investments as of January 1</i></b>				
<b>Balance</b>	<b>45,995,374.24</b>	<b>41,267,388.88</b>	<b>42,067,394.61</b>	<b>37,617,381.98</b>
<b><i>Annual Information</i></b>				
<u><i>Receipts</i></u>				
MVHs	3,112,103.28	4,004,913.96	3,780,907.10	3,734,737.57
LRS	1,609,631.66	2,352,821.56	1,107,570.26	1,106,468.62
Cum. Bridge	3,326,417.88	4,778,178.16	2,731,836.52	5,267,373.54
Other	2,121,362.46	3,295,526.18	770,691.33	2,648,629.43
<b>Total</b>	<b>10,169,515.28</b>	<b>14,431,439.86</b>	<b>8,391,005.21</b>	<b>12,757,209.16</b>
<u><i>Disbursements</i></u>				
MVH	3,425,937.97	4,282,660.25	3,464,011.73	3,752,043.98
LRS	1,418,515.18	2,239,355.70	1,940,476.67	3,018,941.70
Cum. Bridge	8,874,993.35	6,065,663.56	3,267,760.79	11,218,310.58
Other	1,178,054.14	1,043,754.62	2,662,613.00	1,283,164.26
<b>Total</b>	<b>14,897,500.64</b>	<b>13,631,434.13</b>	<b>11,334,862.19</b>	<b>19,272,460.52</b>
Total Receipts	10,169,515.28	14,431,439.86	8,391,005.21	12,757,209.16
Total Disbursements	14,897,500.64	13,631,434.13	11,334,862.19	19,272,460.52
<b>Difference</b>	<b>-4,727,985.36</b>	<b>800,005.73</b>	<b>-4,443,856.98</b>	<b>-6,515,251.36</b>
<b><i>Cash and Investments as of December 31</i></b>				
<b>Balance</b>	<b>41,267,388.88</b>	<b>42,067,394.61</b>	<b>37,623,537.63</b>	<b>31,102,130.62</b>

## 7. ANALYSIS OF FINANCIAL CAPACITY: CITYBUS

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The Area Plan Commission of Tippecanoe County has, in accordance with the requirements of FTA Circular 7008.1, made an assessment of the Greater Lafayette Public Transportation Corporation's, or CityBus, financial condition and capability. Examining the historic trends of their financial condition, **Tables 2** and **3** show trends over the past five years. Projected revenue (**Table 4**) from fares, passes, local taxes, and state PMTF funds, in conjunction with stable federal assistance will meet the need of future operating and capital needs.

### CityBus's FINANCIAL CONDITION REVIEW

In reviewing CityBus's financial condition, there are basically four funding sources the transit system uses. CityBus receives revenue from the National Transit Trust Fund. Congress apportions these federal funds each year. Funds from the State's Public Mass Transit Fund are also used to meet both operating and capital needs. Local funds received are generated from operating revenue (fares, passes, advertising and tokens) and local taxes (property tax, county option income tax, and excise tax).

**Table 2** shows the annual federal apportionment, the annual percent change and the amount of funds CityBus spent or used. Looking at apportionments, federal funding increases have been respectable except for 2003 and 2004. While CityBus receive an increase in funds in 2005, the 2006 funding level increased significantly.

**Table 2 Federal Funds Available to CityBus**

Year	Total Apportionment	Percent Change
1999	\$1,131,334	
2000	\$1,230,688	8.8%
2001	\$1,303,073	5.9%
2002	\$1,428,159	9.9%
2003	\$1,437,945	0.7%
2004	\$1,437,785	< -0.1%
2005	\$1,506,780	4.8%
2006	\$1,898,035	26.0%

Over the past five years, the Indiana Public Mass Transportation Funds (PMTF) received steadily increased. The formula INDOT uses to distribute funds is solely based on performance measures. Since CityBus has been aggressively marketing itself and ridership continues to climb, the amount of PMTF funds received has continually increased each year. The increase was substantially higher in 2004.

Funds received through fares, passes, tokens, and advertising (listed under operating revenues) have increase over the past five years. **Table 2** shows a large increase in 2003 when additional funds were received from both Cities for the new trolley service.

Revenues generated from local taxes (listed under local revenue) continue to increase. These funds are comprised of three different sources: property tax, county option income tax, and excise tax. Of the three, both property tax and excise tax have been reliable sources steadily increasing over the past five years. Property tax has fluctuated every year.

## CITYBUS's FINANCIAL CAPABILITY REVIEW

CityBus anticipates they will receive adequate funding to continue operating the system through the next five years (**Table 3**). Operating costs are anticipated to increase not only in 2007, but for the following four years as well. Projected revenues are also expected to increase and will be more than sufficient to meet projected expenses. Comparing projected operating and capital costs to total operating revenue; **Table 3** clearly shows there will be adequate funds available. This projection includes all local, State PMTF, and federal assistance. CityBus anticipates they will have enough funds to continue operating the system.

CityBus anticipates that Section 5307 federal funding will increase over the next five years is shown in **Table 3 and 4**. From available information, the increase is anticipated to be approximately five percent a year.

State PMTF funds are also predicted to increase. The funding formula awards transit systems that operate efficiently. Past annual reports clearly show that CityBus leads the state in many of these areas. If CityBus continues to operate as efficiently as they do, then state funds should at least remain stable if not continue to increase.

Local funding sources are anticipated to increase over the next five years. At this time, funds generated from fares, passes, advertising and tokens are anticipated to steadily increase. Likewise, funds generated through taxes are anticipated to increase as well.

TABLE 3

**CityBus Financial Condition**

All Figures are Unaudited

**Operating Financial Summary - Expenses**

Revenues	2001	2002	2003	2004	2005
Operating <sup>1</sup>	1,633,634	1,689,493	1,919,259	1,909,937	2,087,442
% Change	5.9%	3.4%	13.9%	< -0.1%	9.3%
Local <sup>2</sup>	1,598,655	1,654,847	1,688,358	1,564,642	2,109,582
% Change	17.1%	3.5%	2.0%	-0.7%	34.8%
State	1,412,126	1,673,045	1,865,860	2,412,753	2,606,658
% Change	6.6%	18.5%	11.5%	29.3%	8.0%
Federal	594,313	467,951	949,574	932,166	1,007,926
% Change	-18.9%	-21.3%	102.9%	-0.2%	8.1%
Total	5,238,728	5,485,336	6,423,051	6,819,498	7,936,508
% Change	5.5%	4.7%	17.1%	6.2%	16.4%

**Capital Financial Summary**

Local <sup>3</sup>	846,000	1,123,421	85,400	145,420	124,900
Community					
State		165,000	150,000	0	0
Federal	338,400	5,555,684	341,600	581,680	499,598
Total	423,900	6,844,105	577,000	727,100	624,498

**Carry Over Funds (Cumulative Capital Funds)**

607,745	583,654	0	0	0
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Source: Indiana Public Transportation Annual Report: 2001, 2002, 2003 & 2004  
 Greater Lafayette Public Transportation Corporation: 2005

1: Funding sources derived from Fares, Passes, Advertising and Tokens

2: Funding sources derived from Property Tax, County Option Income Tax, and  
 Excise Tax

3: Capital projects reflect both Section 5307 Capital and capital grants solely  
 funded from local funds

TABLE 4

## CityBus Financial Capability

Year	2006	2007	2008	2009	2010	2011
<b>Projected Revenues</b>						
Oper. <sup>1</sup>	2,080,100	2,193,946	2,259,764	2,327,557	2,397,384	2,469,306
% Change		5.5%	3.0%	3.0%	3.0%	3.0%
Local <sup>2</sup>	2,244,560	2,354,203	2,424,829	2,497,574	2,572,501	2,649,676
% Change		4.9%	3.0%	3.0%	3.0%	3.0%
State	2,776,548	3,054,605	3,146,243	3,240,630	3,337,849	3,437,985
% Change		10.0%	3.0%	3.0%	3.0%	3.0%
Federal						
Sec 5307	1,978,035	2,410,480	2,590,000	2,719,500	2,855,500	2,998,000
%Change		21.9%	7.5%	5.0%	5.0%	5.0%
Sec 5309	1,237,500	550,000	700,000	750,000		
State C.A.		136,250	200,000	200,000	200,000	200,000
State C.O.	210,000	210,000				
Carry over	300,000	300,000	500,000	500,000	700,000	800,000
Total	10,826,743	11,209,484	11,820,836	12,235,261	12,063,234	12,554,967
<b>Projected Operating Costs</b>						
	7,697,027	8,291,263	8,788,739	9,316,063	9,875,027	10,467,529
		7.7%	6.0%	6.0%	6.0%	6.0%
<b>Projected Capital Costs</b>						
	1,200,600	1,888,100	2,300,000	2,524,375	1,756,875	1,935,000
<b>Projected Operating and Capital Costs</b>						
Total	8,897,627	10,179,363	11,088,739	11,840,438	11,631,902	12,402,529

Source: Greater Lafayette Public Transportation Corporation

1: Funding sources derived from Fares, Passes, Advertising and Tokens

2: Funding sources derived from Property Tax, County Option Tax, and Excise Tax



## **REVIEW OF CITYBUS'S REQUEST FOR CAPITAL ASSISTANCE**

CityBus will be applying for Section 5307 Capital Assistance over the next five years. They have provided the following justification and estimated cost for each capital project.

### **SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2007** **(Formerly Section 9)**

#### **I. REPLACEMENT TIRES - \$50,000**

With over 1.5 million miles of service operated on an annual basis and mileage scheduled to increase due to the service needs in the community and the Purdue University service area, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budgeted amount for tires for each unit is \$1,350. The total budget for this item is \$50,000.

#### **II. BUS OVERHAUL - \$233,600**

##### *A. Rebuild up to five (5) bus engines - \$75,000*

Based on 2005 and similar experience in the previous years, CityBus anticipates the need for up to five (5) engine rebuilds in 2007 at an average cost of \$15,000 each (\$50,000 each new).

##### *B. Rebuild up to eight (8) bus transmissions - \$50,000*

Base on 2005 and similar experience in the previous year, CityBus anticipates the need for up to eight (8) transmission rebuilds. Estimated average cost of each transmission rebuild is \$6,250.

##### *C. Rebuild up to eight (8) turbo charge units - \$8,000*

Base on 2005 and similar experience in the previous year, CityBus anticipates the need for up to eight (8) units to be rebuilt in FY 2007. Estimated average cost of each unit rebuilt is \$1,000 per unit (\$5,000 new) for a total cost of \$8,000.

##### *D. Rebuild up to eight (8) Charge Air Coolers - \$5,600*

Based on 2005 and similar experience in previous years, CityBus anticipates the need for up to eight (8) Charge Air Coolers. Estimated average cost of each unit rebuild is \$700 (\$1,200 new) for a total budgeted cost of \$5,600.

##### *E. Rebuild up to fourteen (14) Alternators - \$14,000*

Based on 2005 and similar experience in previous years, CityBus anticipates the need for up to fourteen (14) alternators. Estimated average cost of each unit rebuild is \$1,000 (\$3,900 new) for a total budgeted cost of \$14,000.

##### *F. Rebuild up to four (4) Wheel Chair Lifts - \$38,000*

Based on 2005 and similar experience in previous years, CityBus anticipates the need for up to four (4) units to be rebuilt in FY 2007. Estimated average cost of each unit rebuild is \$9,500 per unit (\$14,000 new) for a total cost of \$38,000.

##### *G. Rebuild up to six (6) Electronic Control Modules - \$6,000*

Based on 2005 and similar experience in previous years, CityBus anticipates the need for up to six (6) Electronic Control Modules. Estimated average cost of each unit rebuild is \$1,000 (\$1,500 new) for a total budgeted cost of \$6,000.

*H. Rebuild one (1) Outboard Planetary Differential - \$6,000*

Based on 2005 and similar experience in previous years, CityBus anticipates the need to rebuild up one (1) Outboard Planetary Differentials. Estimated average cost of each unit rebuild is \$6,000 for a total budgeted cost of \$6,000.

*I. Rebuild up to three (3) Caps Fuel Pumps - \$6,000*

Based on 2005 and similar experience in previous years, CityBus anticipates the need to rebuild up to three (3) Caps Fuel Pumps. Estimated average cost of each unit rebuild is \$2,000 (\$3,000 new) for a total budgeted cost of \$6,000.

*J. Purchase Fixed Route full size bus Brake Units - \$25,000*

Based on 2005 and similar experience in previous years, CityBus anticipates the need for up to twenty-five (25) Bus Brake Units. Estimated average cost of each unit is \$1,000 for a total budgeted cost of \$25,000

**III. MAINTENANCE EQUIPMENT - \$4,000**

Some maintenance equipment is in need of replacement and due to new technology some new equipment needed to complete the varied types of repairs encountered by technicians. Budget is \$4,000.

**IV. ON-BOARD DISPLAY SIGNS - \$8,000**

The need exists to display public information concerning bus routes, such as notice of detouring buses, and to distribute printed schedules on the buses. CityBus will install acrylic information holders on 60 buses at an estimated cost of \$8,000.

**V. PASSENGER SHELTERS - \$15,000**

The need exists for additional shelters on the campus routes where large groups of riders are waiting for the bus and in areas of Lafayette where new routing has occurred. The total budgeted cost will include purchase and installation for approximately \$15,000.

**VI. BUS STOP SIGNS - \$8,000**

Route changes that have occurred and that will occur require an investment in route signage equipment in many areas of the cities. In addition CityBus has tried to improve the information displayed and increase the signage for passengers. Total budgeted for signs and installation is \$8,000

**VII. REAL TIME DISPLAY SIGNS - \$15,000**

The need exists for communicating real-time departure information with passengers in as many high pedestrian travel areas of the community as possible. With current technology this information is available. The total budgeted amount is \$15,000.

**VIII. WAYSIDE SIGNS - \$40,000**

CityBus desires to improve route information delivery to passengers by providing the most current information electronically. This option would provide some savings by eliminating the need for some paper schedule printing. The total budgeted for wayside signs is \$40,000.

**IX. SHELVING UNITS FOR PARTS DEPT - \$9,000**

The inventory of parts for buses has grown with the number of buses serviced and requires the installation of additional shelving. The budgeted amount is \$9,000.

**X. OFFICE FURNITURE AND EQUIPMENT - \$3,000**

Several office equipment and furnishings are in need of replacement. Most items are beyond salvage value. The total budgeted amount is \$3,000.

**XI. SECURITY CAMERAS - \$10,000**

CityBus needs to procure and install an in-house security system and provide camera equipment replacement for the on-board system. Budget amount is \$10,000.

**XII. SUPPORT VEHICLE REPLACEMENT - \$30,000**

CityBus needs to replace the 1998 Ford Pickup used by maintenance for road calls, building maintenance, and shelter cleaning. This vehicle has exceeded the requirements of FTA Circular 9030.1A in terms of age for replacement. The proposed budget for this line item is \$30,000.

**XIII. INTEGRATED ACCOUNTING, PARTS INVENTORY, ACCOUNTS RECEIVED, ACCOUNTS PAYABLE, PURCHASE ORDER SOFTWARE/HARDWARE - \$100,000**

The current Accounting/Inventory software was purchased in 1997. It is a DOS-based system that is difficult to support as time passes. CityBus will be reviewing all options of upgrading and/or replacement. The proposed budget for this line item is \$100,000.

**XIV. 40 FOOT FIXED ROUTE BUSES - \$675,000**

Because of the age and condition of several buses in the fleet, CityBus desires to purchase two (2) replacement, full size 40' transit buses. The buses being replaced are over 12 years in age, and meet the guidelines outlined in FTA Circular 9030.1A. The buses being replaced are 705 and 706 and were manufactured by new Flyer in 1990. The proposed budget for this line item is \$675,000.

**Table 5      2007 Section 5307 Capital Grant Summary**

	Federal Share	Local Share	Total Cost
Replacement Tires	40,000	10,000	50,000
Bus Overhaul	186,880	46,720	233,600
Maintenance Equipment	3,200	800	4,000
On-Board Display Signs	6,400	1,600	8,000
Shelters	12,000	3,000	15,000
Bus Stop Signs	6,400	1,600	8,000
Real Time Display Signs	12,000	3,000	15,000
Wayside Signs	32,000	8,000	40,000
Shelving Units	7,200	1,800	9,000
Office Furniture	2,400	600	3,000
Security Cameras	8,000	2,000	10,000
Staff Vehicle	24,000	6,000	30,000
Software/Hardware	80,000	20,000	100,000
40 Foot Fixed Route Buses	540,000	135,000	675,000
<b>TOTAL</b>	<b>960,480</b>	<b>240,120</b>	<b>1,200,600</b>

**SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2008**  
**(Formerly Section 9)**

**I. REPLACEMENT TIRES - \$45,000**

With over 1.5 million miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budgeted amount for tires for each unit is \$1,500. The total budget for this item is \$45,000.

**II. BUS OVERHAUL - \$113,000**

*A. Rebuild up to five (5) bus engines - \$61,000*

Based on 2006 and similar experience in the previous year, CityBus anticipates the need for up to five (5) engine rebuilds at an average cost of \$12,200 each.

*B. Rebuild up to three (3) bus transmissions - \$24,000*

Base on 2006 and similar experience in the previous year, CityBus anticipates the need for up to three (3) transmission rebuilds. Estimated average cost of each transmission rebuild is \$8,000.

*C. Bus rebuild components - \$28,000*

CityBus anticipates the need for the following replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on 2006 and similar experience, up to two (2) units of each item may be needed.

**III. COMPUTER HARDWARE AND SOFTWARE UPGRADES - \$60,000**

A continuous investment must be made in up-to-date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively. Estimated cost is \$60,000.

**IV. SUPPORT VEHICLE - \$30,000**

Replacement for the 2001 Dodge Caravan. The support vehicle to be replaced was purchased in 2001. This vehicle will exceed the requirements of FTA Circular 9030.1A in terms of age for replacement. The proposed budget for this item is \$30,000.

**V. BUS REPLACEMENT - \$1,177,000**

Due to age and condition of several buses in the fleet, CityBus desires to purchase three (3) replacement full-sized transit buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced are over 12 years in age, and they are becoming increasingly too expensive to maintain to reliable. CityBus will replace Bus #803, #804, and #805 (1992 (Gillig).

**Table 6     2008 Section 5307 Capital Grant Summary**

	<i>Federal Share</i>	<i>Local Share</i>	<i>Total Cost</i>
Replacement Tires	36,000	9,000	45,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	19,200	4,800	24,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware and Software Upgrades	48,000	12,000	60,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	941,600	235,400	1,177,000
<b>TOTAL</b>	<b>1,140,000</b>	<b>285,000</b>	<b>1,425,000</b>

## **SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2009**

### **I. REPLACEMENT TIRES - \$45,000**

With over 1.5 million revenue miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budget amount for tires for each unit is \$1,500. The total budget for this time is \$45,000.

### **II. BUS OVERHAUL - \$113,000**

#### **A. Rebuild up to Five (5) Bus Engines - \$61,000**

Based on 2006 and similar experience in previous years, CityBus anticipates the need for up to five (5) engines rebuilds in 2009 at an average cost of \$12,200 each.

#### **B. Rebuild up to Three (3) Bus Transmissions - \$24,000**

Based on 2006 and similar experience in the previous year, CityBus anticipates the need for up to four (3) transmission rebuilds. Estimated average cost of each transmission is \$8,000.

#### **C. Bus rebuild components - \$28,000**

Based on last years experience, CityBus anticipates the need for the following replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years experience, up to two (2) units of each item may be needed.

### **III. COMPUTER HARDWARE AND SOFTWARE UPGRADES - \$60,000**

A continuous investment must be made in up to date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively. Estimated cost is \$60,000.

### **IV. SUPPORT VEHICLE - \$30,000**

Replacement for the 2003 Ford Van. The Support vehicle to be replaced was purchased in 2003. This vehicle will exceed the requirements of FTA Circular 9030.1A in terms of age for replacement. The proposed budget for this item is \$30,000.

### **V. BUS REPLACEMENT/FIXED ROUTE - \$1,338,250**

Due to age and condition of several buses in the fleet, CityBus desires to purchase three (3) replacement full-sized transit buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced are over 12 years in age, and it is becoming increasingly too expensive to maintain to reliable. CityBus will replace Bus #903, #904, and #905 (1994 Gillig).

**Table 7 2009 Section 5307 Capital Grant Summary**

	<i>Federal Share</i>	<i>Local Share</i>	<i>Total Cost</i>
Tires, Replacement	36,000	9,000	45,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	19,200	4,800	24,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware & Software Upgrades	48,000	12,000	60,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	1,070,600	267,650	1,338,250
<b>TOTAL</b>	<b>1,269,000</b>	<b>317,250</b>	<b>1,586,250</b>

## **SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2010**

### **I. REPLACEMENT BUS TIRES - \$45,000**

With over 1.5 million revenue miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budget amount for tires for each unit is \$1,500. The total budget for this time is \$45,000.

### **II. BUS OVERHAUL - \$113,000**

#### **A. Rebuild up to five (5) Bus Engines - \$61,000**

Based on 2006 and similar experience in previous years, CityBus anticipates the need for up to five (5) engines rebuilds in 2010 at an average cost of \$12,200 each.

#### **B. Rebuild up to Three (3) Bus Transmissions - \$24,000**

Based on 2006 and similar experience in the previous year, CityBus anticipates the need for up to three (3) transmission rebuilds. Estimated average cost of each transmission is \$8,000.

#### **C. Bus rebuild components - \$28,000**

Based on last years experience, CityBus anticipates the need for the following replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years experience, up to two (2) units of each item may be needed.

### **III. COMPUTER HARDWARE AND SOFTWARE UPGRADES - \$60,000**

A continuous investment must be made in up to date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively. Estimated cost is \$60,000.

### **IV. SUPPORT VEHICLE - \$30,000**

Replacement for the 2002 Buick. The Support vehicle to be replaced was purchased in 2002. This vehicle will exceed the requirements of FTA Circular 9030.1A in terms of age for replacement. The proposed budget for this item is \$30,000.

### **V. BUS REPLACEMENT/FIXED ROUTE - \$1,446,250**

Due to age and condition of several buses in the fleet, CityBus desires to purchase three (3) replacement full-sized transit buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced are over 12 years in age, and it is becoming increasingly too expensive to maintain to reliable. CityBus will replace Bus #1003, #1004, and #1005 (1998 Gillig).

**Table 8 2010 Section 5307 Capital Grant Summary**

	<i>Federal Share</i>	<i>Local Share</i>	<i>Total Cost</i>
Tires, Replacement	36,000	9,000	45,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	19,200	4,800	24,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware & Software Upgrades	48,000	12,000	60,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	1,157,000	289,250	1,446,250
<b>TOTAL</b>	<b>1,319,400</b>	<b>329,850</b>	<b>1,649,250</b>

## **SECTION 5307 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2011**

### **I. REPLACEMENT BUS TIRES - \$45,000**

With over 1.5 million revenue miles of service operated on an annual basis and mileage increasing due to the service agreement with Purdue University, this request constitutes replacement of tires on approximately 50% of the full size coaches. Six tires are required for each bus. The expected life of the tires is over one (1) year considering the average mileage run on each tire. Budget amount for tires for each unit is \$1,500. The total budget for this time is \$45,000.

### **II. BUS OVERHAUL - \$113,000**

#### **A. Rebuild up to five (5) Bus Engines - \$61,000**

Based on 2006 and similar experience in previous years, CityBus anticipates the need for up to five (5) engines rebuilds in 2011 at an average cost of \$12,200 each.

#### **B. Rebuild up to Three (3) Bus Transmissions - \$24,000**

Based on 2006 and similar experience in the previous year, CityBus anticipates the need for up to three (3) transmission rebuilds. Estimated average cost of each transmission is \$8,000.

#### **C. Bus rebuild components - \$28,000**

Based on last years experience, CityBus anticipates the need for the following replacement components: turbo charge units, charge air coolers, alternators, ECM's, outboard planetary differentials, fuel pumps, and brake units. Based on the previous years experience, up to two (2) units of each item may be needed.

### **IV. COMPUTER HARDWARE AND SOFTWARE UPGRADES - \$60,000**

A continuous investment must be made in up to date computer technology for administrative and maintenance employees. Many computer systems need to be replaced or updated every two to three years in order for employees and systems to operate efficiently and effectively. Estimated cost is \$60,000.

### **IV. SUPPORT VEHICLE - \$30,000**

Replacement for the 2001 Dodge Truck. The Support vehicle to be replaced was purchased in 2001. This vehicle will exceed the requirements of FTA Circular 9030.1A in terms of age for replacement. The proposed budget for this item is \$30,000.

### **V. BUS REPLACEMENT/FIXED ROUTE - \$1,687,500**

Due to age and condition of several buses in the fleet, CityBus desires to purchase three (3) replacement full-sized transit buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced are over 12 years in age, and it is becoming increasingly too expensive to maintain to reliable. CityBus will replace Bus #1006, #1007, and #1008 (1998 Gillig).

**Table 9 2011 Section 5307 Capital Grant Summary**

	<i>Federal Share</i>	<i>Local Share</i>	<i>Total Cost</i>
Tires, Replacement	36,000	9,000	45,000
Engine Rebuilds	48,800	12,200	61,000
Transmission Rebuilds	19,200	4,800	24,000
Bus Rebuild Components	22,400	5,600	28,000
Computer Hardware & Software Upgrades	48,000	12,000	60,000
Support Vehicle	24,000	6,000	30,000
Bus Replacement	1,350,000	337,500	1,687,500
<b>TOTAL</b>	<b>1,548,400</b>	<b>387,100</b>	<b>1,935,500</b>

**SECTION 5309 CAPITAL EXPENDITURES JUSTIFICATION & SUMMARY FOR 2006**  
**(Formerly Section 3)**

As shown in the February 3, 2006 Federal Register, CityBus was awarded two Section 5309 capital grants. The first grant, E-2006-BUSP-420 is for \$742,500 and the second grant, E-2006-BUSP-454, is for \$495,000. The combined total is \$1,237,500. Both grants will be used to replace four buses. Three of them will be 40 feet in length while the fourth will be 35 feet. The new buses will replace four 1990 FLXIBLES (Bus #701, #702, #703 and #704). Are four buses are over 12 years in age and are becoming increasingly too expensive to maintain to be reliable.

**The following information is listed as information only. These requests are unconstrained and will need to be amended into the financially constrained portion of the TIP with the publication of the Federal Register.**

***FY 2007 Section 5309***

Replace two (2) of 40' Fixed-Route Buses

Because of the age and condition of several buses in the fleet, CitBus desires to purchase (2) replacement, full size 40' transit buses. The buses being replaced are over 12 years in age, and meet the guidelines outlined in FTA Circular 9030.1A. The buses are 1992 Gillig buses, bus numbers 801 and 802.

Federal Share: \$550,000      Local Share: \$137,500      Total Cost: \$687,500

***FY 2008 Section 5309***

Replace three (3) Fixed Route Buses

Due to age and condition of several buses in the fleet, CityBus desires to purchase three replacement full-sized buses, CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced are over 12 years in age, and are becoming increasingly too expensive to maintain to be reliable. CityBus will replace bus #806 (1992 Gillig), #901 and #902 (1994 Gillig).

Federal Share: \$700,000      Local Share: \$175,000      Total Cost: \$875,000

***FY 2009 Section 5309***

Replace three (3) Fixed Route Buses

Due to age and condition of several buses in the fleet, CityBus desires to purchase three replacement full-sized buses. CityBus will replace the vehicles per FTA guidelines outlined in FTA Circular 9030.1A. The buses being replaced are over 12 years in age, and are becoming increasingly too expensive to maintain to be reliable. CityBus will replace bus #906 (1994 Gillig), #1001 and #102 (1998 Gillig)

Federal Share: \$750,000      Local Share: \$187,500      Total Cost: \$937,500



## **8. AREA IMPROVEMENTS FROM FY 2005 TIP**

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Since the adoption of the 2005 Tip in July of 2004, both Cities, and INDOT made significant progress on many projects throughout Tippecanoe County. They ranged from small intersection improvements to major road reconstruction.

### **LOCAL PROJECTS**

#### ***Lafayette***

Over the past two years motorist traveling the southern and northeastern parts of Lafayette have experienced two significant construction projects. Targeting major thoroughfares, the City has been upgrading and improving two heavily traveled routes: Greenbush Avenue and Brady Lane. Both projects are total reconstruction and are being constructed only with local revenue sources. No federal funds from gasoline taxes are being used.

The Greenbush Street improvements include widening to four travel lanes with an upgraded traffic signal installed at Shenandoah and a new traffic signal installed at Creasy Lane. The improvements also include a wide side path for pedestrians and bicyclists. The Lafayette Board of Works gave the notice to proceed on May 31, 2005.

Improvements to the last remaining section of the middle ring road, Brady Lane, was given the green light by the Lafayette Board of Works on October 12, 2004. With the exception of the residential area just east of 18<sup>th</sup> Street, the road is transforming from two travel lanes into four. Through the residential section, motorists can check their travel speed via permanent radar speed monitor signs. Major improvements will be seen at Concord Road where a new traffic signal replaces the four way stop signs and the bridges east and south of the intersection have been totally replaced with wider bridges to accommodate both vehicular and pedestrian traffic.

The City completed reconstruction of Farabee Drive south of SR 26 on October 29, 2004. The improvements consisted of widening the driving lanes, a shared left turn lane throughout the project, smoothing the curve at the intersection with Kossuth Street, sidewalks, and drainage improvements.

On April 19, 2006, INDOT awarded the contract for improvements to the intersection of 18<sup>th</sup> and Kossuth Streets to Rieth Riley. Improvements include realigning the traveling and turning lanes, adding additional sidewalks, and improving the turning radiuses. Special federal safety funds will pay for one hundred percent of this project and construction is anticipated to begin shortly after the school year is over.

The Thoroughfare Plan identifies the need for a major north – south collector between Creasy Lane and CR 500E. This collector, Park East Boulevard, will not only connect SR 26 to McCarty Lane, it was also connect to SR 38 and eventually US 52. The first portion of Park East was constructed at the same time as Wal-Mart. On February 7, 2006, the Lafayette Board of Works gave the green light to begin constructing the next segment of Park East to McCarty Lane. This new segment will consist of four travel lanes. While the project does call for sidewalks to be built, pedestrians will have to wait until development occurs. They will not be constructed when the road is built, but only as individual lots are developed.

The Lafayette Pavillions, a major shopping center, is being constructed at the southwest corner of SR 26 and Creasy Lane. Anticipating a significant increase in traffic to the already congested SR 26 and Creasy Lane intersection, the City worked

with the developer to add additional capacity to the intersection. The major change includes additional left turn lanes for north and south bound Creasy Lane and east bound SR 26. No additional property will be acquired. In order to accommodate the additional lanes, existing travel lanes will each be narrowed by a foot.

The detailed design for improvements to Concord Road from Brady Lane to CR 350S has started. The City of Lafayette hired Hannum, Wagle and Cline to develop the engineering plans necessary to rebuild and widen the road.

Many traffic signal improvements are targeted around the City and include upgrading the signals at 22<sup>nd</sup> Street and Russell Hiatt Drive, Creasy Lane and Rome Drive, and 21<sup>st</sup> Street and Elmwood Avenue. New traffic signals were installed at CR 350S and Osborne Drive, and at Creasy Lane and Fortune Drive. Plans are also being developed to install a traffic signal at CR 350S and Regal Valley Drive.

### ***West Lafayette***

On July 12, 2005, a ribbon cutting ceremony marked the opening of the reconstructed Kalberer Road. The improvements, from Salisbury to Soldiers Home Road, included widening the travel lanes, new curbs and sidewalks, with the sidewalk on the northern side constructed as a trail.

Construction began on the construction of Tapawingo Extension from State Street to South River Road. The improvements consist of four travel lanes with a wide bicycle and pedestrian path located on the north side of the road. On October 19<sup>th</sup> 2005, the project was let for construction. Progress started slowly however after additional soil testing and design work, the pace of construction ramped up in June of 2006. Completion is targeted for later in the year.

While researching federal regulations, staff discovered that traffic calming projects were eligible for special federal safety funds (HES). With this knowledge, the City use these funds to improve the entire stretch of Sycamore Lane. An application was submitted in July of 2005. Improvements include speed tables, narrowing the traveling lanes, adding parking, creating a bus pull off and constructing sidewalks. The application is still being reviewed by INDOT.

After reconstruction of Lindberg in 2003 some portions of the road settled more than planned. A temporary overlay of asphalt was placed on the road and the road elevation is continually being monitored.

Safety improvements to Salisbury Street have started. The work includes new curbs, ramps, sidewalks, retaining walls, bike lanes, pavement markings, and various traffic calming and safety related improvements. These improvements have been divided into to phases. Phase one, from Robinson to Riley, will be done this year. Phase two will be done in 2007.

### ***Tippecanoe County***

Since the adoption of the 2005 TIP, the County completed several major improvements. Several projects involved upgrading rural roads with better shoulders, as well as changing the character of the road from a rural to an urban design.

One of those projects was CR 430S next to Wea Ridge Elementary. The improvements changed the narrow two lane rural road to an urban two lane road with curbs, gutter and sidewalk. The project was completed in September 2004.

The County reconstructed CR 550E from just south of SR 26 to McCarty Lane. The improvements mirrored those of CR 430S and included curbs, gutters and sidewalks. The project was completed in October 2004.

The County completed improvements to the stretch of South River Road from CR 500W to CR 300W. Improvements included wider travel lanes and wide shoulders for the alternative modes of transportation. This is the second phase of improvements. The first phase improved the stretch to the west. This project was completed on October 2005.

To the north, the County focused its resources on two roads. One project was CR 650N from CR 75E to SR 43. This project was completed in September 2004. The other project was CR 200N. Improvements targeted the section from CR 500E to CR 600E. This project is nearly complete. All of the improvements included wider driving lanes, better shoulders and better drainage.

Construction began in April of 2006 to replace the bridge at South 18<sup>th</sup> over the Wea Creek. The bridge alignment is being changed at CR 510S so the two roads intersect at a well designed intersection.

Progress continues on extending McCarty Lane from CR 550E to SR 26. The engineering firm, DLZ, is currently addressing the environmental and engineering aspects of the project. This project is the last improvement to McCarty Lane. Over the last fifteen years, the County and City have improved the entire stretch from US 52 to CR 550E

The County has started design on the Hog Point Bridge. This bridge is located in the far northeastern part of the County. Not only will the County make improvements to the bridge, but also to the intersection just to the east. This intersection is very close to the bridge and a sight distance problem exists at the end of the bridge just before the intersection.

The County also tapped a special federal safety fund for two projects. The first project is on CR 500N at CR 900E. Using the County's manpower, the County extended the existing drainpipes northward. Fill was then placed over the extended pipes and the guardrail was relocated further away from the intersection. This project was completed on September 2005. The other project is located on Tyler Road in the northern part of the County. The County will use special federal funds to place a new material on top of the pavement to reduce wet pavement accidents. In September of 2005, an engineering firm was hired to reevaluate the projects scope. That revaluation was completed in April 2006.

### ***CityBus***

In August 2004, CityBus entered into an unlimited access agreement with Ivy Tech State College. This agreement provided fare-free rides to its students and employees. As a result, ridership in this specific category has grown by 24%.

One year later, August 2005, CityBus modified several routes to create better service efficiencies. One route, Wabash Landing, was discontinued and passengers transferred to the trolley and other regular routes in the area.

At the same time, CityBus implemented a new bus pass called the "Annual Student Pass." The pass is offered to students in grades 7-12 who are enrolled in school.

Issuing the pass put controls in place to help Citybus control fare evasion. Ridership in the youth category dropped initially as young-appearing adults who had been evading fare converted into fare-paying customers and were classified as such. Cash fares increased 13% and complaints about behavior problems on the bus dropped dramatically.

In November 2005 CityBus added a new peak-hour route to address overcrowding on the 4B Purdue West route. The new route, called Klondike Express, serves as a back-up bus serving student living communities, and brought new service to an area previously unserved (Klondike Rd. and St. Rd. 26 W). Ridership continues to grow and positive comments are being received regarding the new service.

### ***Purdue Airport***

Several projects have been completed at the Purdue University Airport. Three projects were identified in the '05 TIP. Two of them were completed: encase runway electric cabling and land acquisition of Runway 28. The Airport is still in the process of acquiring the new radar.

### ***Purdue Ring Road***

The Transportation Plan for the Purdue Area received funding under SAFETEA-LU for the Harrison/William project: \$5.6 million. This will fund all three phases of the project. With funding in place, an engineering firm was chosen to develop the preliminary engineering plans.

## **STATE PROJECTS**

Several state roads have also been improved throughout the County. The projects varied from pavement marking, to resurfacing roads, to new road construction. Several projects also advanced to the next stage of either right-of-way acquisition or construction. Some, however, have not progressed as anticipated.

The States oldest active project in Tippecanoe County finally reached construction. On March 15, 2006, INDOT let for construction the improvements to SR 43 from just north of the Interstate to just north of SR 225. This project was started in 1985 as a simple two lane improvement project. For the next two and a half years, Milestone Construction will widen the road to four travel lanes. A fifth, center left turn lane will be added between the Interstate and CR 600N. Additional improvements include lowering the hill just north of CR 600N to improve visibility approaching the intersection, building a new bridge over the creek, and rebuilding the existing bridge over the creek.

The second oldest project listed in the TIP, the Crossroads SR 26 Project (a high priority project designated by INDOT in 2000) east of the City is also moving forward. This project involves widening SR 26 just east of the Interstate to just past CR 550E. The improvements also include relocating CR 500E eastward to align with Goldersgreen Drive. All of the necessary property needed for the improvements have been purchased. Through this summer and fall, motorists will see all of the utility companies relocating their lines. INDOT anticipates letting the project for construction in March of 2007.

The next two oldest projects were both initiated in 1996. One is located on SR 38 at the intersection of CR 900E. The sight distance was improved at that intersection and let for construction on February 16, 2005 and completed on October 24, 2005. The

other project is located on SR 28 just west of SR 25, and it was let for construction on October 19, 2005.

Progress continues on regarding the Hoosier Heartland project. First, the Final Environmental Impact Statement was approved on November 10, 2004 and then the Record of Decision was issued by the FHWA on January 11, 2005. Butler, Fairman, and Seufert was hired to develop the construction blue prints for the new road. The Hoosier Heartland has also been identified as an important project in INDOT's new ten year plan. While the first two parts to the Tippecanoe County section have secure funding through the annual federal appropriation, Major Moves will fund the third part. The Governor has challenged INDOT to begin construction in 2010.

The two US 231 projects are also advancing with the State actively working on purchasing property between River Road and SR 26. It is estimated that all of the property will be acquired by December of 2006. A demolition contract was let on February 2006. The project that will carry 231 north of SR 26 is also progressing. The consulting firm Farrar, Garvey & Associates were hired to develop the construction plans. An initial field check has held in October 2005.

Enhancing the esthetics along US 52 south of SR 26 has also advanced. In January 2005, INDOT awarded a construction contract for another median landscaping project. This project completes all of the medians between SR 26 and SR 38.

INDOT is addressing delays experienced on US 52 just south of Lafayette at the Norfolk Southern railroad crossing with a new bridge over the railroad tracks. Nearly all of the properties needed for the improvements have been purchased. The project is scheduled for a letting in the first quarter of 2007.

The safety improvements identified for SR 26 west of West Lafayette continues to move forward. The improvements target sight distance problems at two intersections: CR 500E and CR 300W. The State is actively purchasing the necessary parcels of land. The current target date for a letting is October 2006.

The project through the Town of Dayton on SR 38 appears to be making little progress and design approval has not been given. The public hearing was held on October 20, 2004 where the design plans indicated that a portion of SR 38 would be reconstructed as a rural road even though the project is entirely within the Town. Since the public hearing, a supplement agreement for the design engineering was submitted in 2005 and unfortunately it was put on hold when the new administration halted all supplementals until a comprehensive review was complete. A decision brief by INDOT is being developed in order to determine the need for the supplemental.

Other state projects that were completed since July 2004 include widening the Interstate bridge over SR 38 and the Norfolk Southern tracks. This project was completed on September 7, 2005. The replacement of a small drainage structure on SR 43 north of SR 26 was completed on September 21, 2004. Replacing the small drainage structure on US 231 south of CR 600S was completed on April 30, 2006.

First identified by the Citizens Participation Committee, the lack of a left turn lane from US 52 onto Hunters Road forced motorists to stop and wait in the passing lane. This safety concern was developed into a project and let for construction. Crews completed the safety improvements on September 7, 2005.

Finally, there were many smaller state projects that progressed within Tippecanoe County. INDOT resurfaced US 231 from SR 28 to CR 500S beginning in April 2006.

On May 24, 2006, INDOT open bids on three traffic signal projects. A new traffic signal will be installed at US 231 and CR 350S and traffic signal upgrades are scheduled for US 52 and SR 38 and US 231 and Grant Street. All of the bids were too high and the projects are going to be readvertised. The maintenance and repair project on the US 52 bridge over the Wabash River did not receive any bids in the April 2006 letting and will also be readvertized.

## **9. PUBLICATION OF ANNUAL LISTING OF PROJECTS**

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With passage of TEA 21, all MPOs are required to develop and make available a list of projects, not just federally funded projects, for which federal funds have been obligated in the preceding year. This list includes all projects let since June 2004. The list has been divided into two tables: local project and INDOT projects.

### **LOCAL PROJECTS**

Project & Location	Date & Type of Project	Federal Funds	Total Cost
Kalberer Road Salisbury to Soldiers H. Rd. Engineering	June 2004	\$632,375.98 \$94,946.19	\$790,469.98
Wabash Landing Change Order #15	July 2004	\$0	\$25,599.69
North 9 <sup>th</sup> Street Change Orders 16 & 17	October 2004	\$0	\$355,864.46
Kalberer Road Change Order #1	December 2004	\$168,710.21	\$210,887.76
Kalberer Road Change Order #2	August 2005	\$13,028.10	\$16,285.13
Tapawingo Extension S. River Road to State St. Engineering	October 2005	\$1,265,610.08 \$189,841.51	\$1,582,012.60
18 <sup>th</sup> Street Kossuth Street	April 2006	\$749,680.20	\$749,680.20

**INDOT PROJECTS**

Project & Location	Date & Type of Project	Federal Funds	Total Cost
SR 43 .036 to 1.16 north of I-65	August 2004 Demolish Structures	\$0	\$132,828.00
SR 28 Over Flint Creek	December 2004 Small Structure Replacement	\$346,918.49	\$433,648.11
US 52 SR 26 to SR 28	January 2005 Median Reconstruction	\$0	\$190,589.60
SR 38 At CR 900E	February 2005 Intersection Improvements	\$719,092.84	\$898,866.05
US 52 At Hunters Road	May 2005 Intersection Improvement	\$0	\$86,781.85
US 231 Over O'Neill Ditch	May 2005 New Bridge Construction	\$0	\$959,966.05
US 231 SR 28 to CR 500S	October 2005 Road Resurface	\$918,684.13	\$1,144,605.16
SR 28 .84 miles west of US 231	November 2005 Small Structure Replacement	\$0	\$193,855.69
US 231 Wabash R. to SR 26	February 2006 House & Building Removal	\$0	\$43,454.00
SR 43 I-65 to CR 725N	March 2006 Added Travel Lane, Sight Distance Improvement, New Bridge	\$6,548,191.02	\$8,159,925.70
US 52 Norfolk Southern RR	May 2006 Building Demolition	\$0	\$17,300



# APPENDICES

Resolution T-06-6

RESOLUTION TO ADOPT THE FISCAL YEAR 2007  
TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Area Plan Commission of Tippecanoe County is designated as the Metropolitan Planning Organization responsible for transportation planning in Tippecanoe County; and

WHEREAS, it is required that a Transportation Improvement Program be developed and include all local and State transportation projects for which US Department of Transportation funds are being requested; and

WHEREAS, the Transportation Improvement Program for FY 2007 has been developed by staff and has been recommended for approval by the Technical Transportation and Administrative Committees; and

WHEREAS, the Board of Directors of the Greater Lafayette Public Transportation Corporation has endorsed the transit portions of the Five-Year Program of Projects on March 29, 2006; and

WHEREAS, the projects herein have been selected from the adopted Transportation Plan, Thoroughfare Plan, Transportation Systems Management Plan, Transit Development Plan, and the Indiana Statewide Transportation Improvement Program, as a part of the comprehensive planning process.

NOW THEREFORE BE IT RESOLVED by the Area Plan Commission of Tippecanoe County, as the Metropolitan Planning Organization, that the presented attached Transportation Improvement Program for FY 2007 for the Greater Lafayette Transportation and Development Study is hereby accepted and adopted.

Adopted Wednesday, the 19th of July, 2006

  
President, APC

  
Secretary

Resolution T-06-7

RESOLUTION TO ASSERT COMPLIANCE OF THE  
FISCAL YEAR 2007 TRANSPORTATION IMPROVEMENT PROGRAM  
WITH THE 1990 CLEAN AIR ACT AMENDMENTS

WHEREAS, the Area Plan Commission of Tippecanoe County is designated as the Metropolitan Planning Organization responsible for transportation planning in Tippecanoe County; and

WHEREAS, the Area Plan Commission of Tippecanoe County, as the Metropolitan Planning Organization, is responsible for approving and adopting a Transportation Improvement Program; and

WHEREAS, Tippecanoe County is an attainment area in terms of transportation related air pollutants; and

WHEREAS, Tippecanoe County as an attainment area complies with the terms of the 1990 Clean Air Act Amendments and State Implementation Plan for Air Quality.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County asserts that the objectives and requirements of the 1990 Clean Air Act Amendments and the State's Implementation Plan are being met by the transportation projects proposed in the adopted FY 2007 Transportation Improvement Program.

Adopted Wednesday, the 19th of July, 2006

  
President, APC

  
Secretary

GREATER LAFAYETTE PUBLIC TRANSPORTATION CORPORATION  
MINUTES OF FEBRUARY BOARD MEETING NO. 455  
HELD MARCH 29, 2006

Present:

Mr. Joel Wright, Board Chairman  
Mr. Joe Krause, Board Secretary  
Mr. Jack Otten  
Mr. Lee Kuipers  
Mr. Jeris Eikenberry  
Ms. Nora Jarmon  
And Dr. Jon Fricker, Board Members

Mr. Martin Sennett, General Manager  
Mr. Arnold Becker, Controller  
Mr. John Connell, Manager of Operations  
Mr. James Schnebly, Manager of Maintenance  
Ms. Billye Vandeventer, Administrative Assistant  
And Ms. Cheryl Knodle, Attorney

Guests: Sandy Schnebly

Mr. Joel Wright, Chairman, called the Board Meeting #455 to order at 5:25 pm in the CityBus Board Room, 1250 Canal Road, Lafayette, Indiana 47904.

ROUTINE BUSINESS

1. Mr. Otten made the motion to approve the minutes of Meeting 454, held March 1, 2006. Ms. Jarmon seconded the motion. The motion carried by a vote of 6 ayes to 0 nays.

OLD BUSINESS

NEW BUSINESS

1. Consideration of Transportation Improvement Program (TIP) FY2007, (Exhibit I). Mr. Eikenberry made the motion to approve the Transportation Improvement Program FY2007. Mr. Otten seconded the motion and the motion carried by vote of 6 ayes to 0 nays.
2. Discussion of Proposed Study of Riehle Plaza. The General Manager discussed getting the approval for a consultant for the improvements of the Plaza. This will make it rider friendly and address safety issues including ADA regulations. Mr. Kuipers addressed the cost of a consultant and how the money will be acquired to pay for improvements. He inquired if a Purdue Class could work on project. Mr. Sennett stated that a class had worked on the project before December and we have not received anything from them. He will make a

call and check on their progress. Ms. Jarmon voiced her concerns about the occupants of Renaissance Place when the project is complete. Mr. Krause also had concerns with access for Amtrak, cabs, parking and luggage.

Mr. Sennett stated he would continue working on plan.

3. The Board then considered approval of claims 11578 thru and including 11708 for a total of \$405,169.96. Mr. Krause made the motion to approve and Mr. Fricker seconded the motion. It then carried by a vote to 6 ayes to 0 nays.

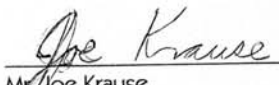
General Manager stated that Tuesday oil prices were \$66.02 and today they have dropped below this price.

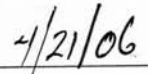
The General Manager and Mr. Turner traveled to Ross and White Cary, Illinois, Tuesday, March 28, 2006 to discuss the new bus wash. Meeting with the Vice President they discussed the designs that will be needed to meet our specifications for all models of buses. NS Corporation was here this morning to discuss their proposal. We should have two proposals by April 10, 2006. He also discussed the possibility of having someone trained for Six Sigma. Mr. Sennett stated that he learned of this quality measure and improvement program at a TAF meeting.

Chair, Joel Wright, opened the floor to discussion.

With no other business to be conducted, Mr. Krause made the motion to adjourn the meeting. Mr. Eikenberry seconded the motion. The motion carried by a vote of 6 ayes to 0 nays. The meeting adjourned at 5:58 pm. The next Board Meeting will be held on Wednesday, April 26, 2006 at 5:15 pm.

Respectfully Submitted,

  
\_\_\_\_\_  
Mr. Joe Krause  
Secretary  
CityBus Board of Directors

  
\_\_\_\_\_  
Date

# INDOT FUNDING REPORT FOR SAFETEA-LU STP-URBAN FUNDS

## LAFAYETTE MPO (TCAPC)

### Spending Authority

2004 STP	FINAL	\$2,871,986.00
2005 STP	FINAL	\$3,238,443.00
2006 STP	ESTIMATED	\$3,212,575.00
2007 STP	ESTIMATED	\$3,212,575.00
2008 STP	ESTIMATED	\$3,212,575.00
2009 STP	ESTIMATED	\$3,212,575.00
Total		\$18,960,729.00

FED. PROJ. NO.	PROJECT DESCRIPTION	DES NO.	PHASE	MPO TIP OBLIGATION	YEAR	SAFETEA-LU STP OBLIGATIONS
9979(020)	Tapawingo Extension from S. River Rd. to State St., New Road Construction	0200099	CN	\$1,561,000.00	2005	\$1,455,451.59
9979(018)	Kalberer Rd. from Laporte to Soldiers Home Rd., Road reconstruction & widening	0101173	CN	\$960,000.00	2004	\$909,060.48
	McCarty Lane Extension from CR 550E to SR 26/CR 675 E. New road construction	0400838	CN	\$4,800,000.00	2005	
9979(025)	*Cumberland Road Extension from CR 300W to Existing Rd., New road construction, \$48,000 TEA-21 PE funds used for feasibility study	0300595, 0300593	PE RW CN	\$120,000.00 \$160,000.00 \$1,120,000.00	2005 2006 2007	\$43,636.00
	Concord Rd. from Brady Ln. to CR 350S. Road reconstruction		PE RW CN	\$450,000.00 \$150,000.00 \$3,000,000.00	2005 2006 2008	
	Concord Rd. from Teal Rd. to Brady Ln., Road reconstruction		PE RW	\$450,000.00 \$150,000.00	2006 2009	
	Concord Rd. from CR350S to CR430S, Road reconstruction		PE	\$300,000.00	2006	
	South Intramural from SR 26 to Relocated US 231, New road construction, INDOT project with partial Group II funds		CN	\$447,032.00	2005	

Projected Funds Needed	\$13,668,032.00	Current Total Obligations	\$2,408,148.07
TEA-21 funds to be used	(\$48,000.00)		

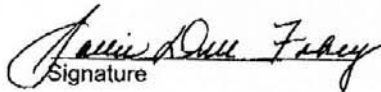
SAFETEA-LU TIP Projections	\$13,620,032.00	Current SAFETEA-LU Obligation Balance	\$16,552,580.93
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### METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Indiana Department of Transportation and the Area Plan Commission of Tippecanoe County, Metropolitan Planning Organization for the Lafayette / West Lafayette / Tippecanoe County, Indiana, urbanized area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 U.S.C. Section 5323(k), 23 U.S.C. 135, and 23 CFR part 450.220;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State Under U.S.C. 324 and 29 U.S.C. 794;
- II. Section 1101 of the Transportation Equity Act for the 21<sup>st</sup> Century (Pub. L. 105-178) regarding the involvement of disadvantage business enterprises in those FHWA and the FTA funded projects (Sec. 105 (f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- III. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT Implementing regulation;
- IV. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities; and
- V. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)).

Area Plan Commission of Tippecanoe County  
Metropolitan Planning Organization

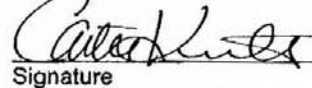
  
Signature

Sallie Dell Fahey  
Name

Executive Director  
Title

12/21/05  
Date

Indiana Dept. of Transportation  
State Department of Transportation

  
Signature

Carter C. Keith  
Name

Planning & Info Section  
Title

4-26-06  
Date

## Public / Private Participation Responses

### ***April 19, 2006: Technical Transportation Committee***

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The Committee reviewed and prioritized local and INDOT projects. No comments or questions were received from the general public.

### ***May 3, 2006: Administrative Committee***

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A brief overview of what the TIP is and status report was presented. No comments or questions were received from the general public.

### ***May 9, 2006: Citizens Participation Committee***

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The history of the Transportation Improvement Program as well as the process used to develop the TIP was presented. A colored map showing the location of all of the proposed projects along with the list of projects were handed out. Staff then extensively reviewed the list of local and INDOT projects. The Committee was presented the priorities recommended by the Technical Transportation Committee. The following are the questions and comments from the meeting:

- a) How many houses will have to be moved? (18<sup>th</sup> and Kossuth)
- b) Is the house on the northeast corner?
- c) Is it the gray house on Virginia Street?
- d) When the project is completed, will they then remove the restriction of no turning left when schools are in?
- e) Could you give a definition of traffic calming? (Sycamore Street)
- f) Are they kind of like the speed humps that they have in University Farms?
- g) That is like what they have in front of the Wabash Center. (Bus pull off & shelter)
- h) That is a very good idea.
- i) Can you address one (bridge) project? The very old bridge, 225, at the bottom of three lane hill that goes across the river, is that in some planning horizon?
- j) That bridge does not show up on the 2030 Plan. What we don't have over the river is enough bridges and to see one continue to languish and become more dangerous seems to be a shame and since it is a state road there's nothing we can do about it.
- k) So when we pay that high rate of gas, 18 cents of it will be coming back to us.
- l) The 52 improvement, is that still slated for 2007?
- m) Wasn't it originally scheduled for 2007?
- n) The money has to be there?
- o) Regarding the overpass on US 52, when will it happen?
- p) Hopefully the project will start soon, it is needed.
- q) Just out of curiosity, it says note 6. Note 6 says other projects included 0600025. Any idea what that project is?
- r) It always amazes me at how much you prepare and put together and make it half way logical. You do a fantastic job.

### ***May 17, 2006: Technical Transportation Committee***

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The Committee allocated and prioritized additional federal funds. No comments or questions were received from the general public.

### ***June 21, 2006: Technical Transportation Committee***

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The Committee reviewed the draft document. Two projects were added: reconstructing Concord Road from Teal Road to Maple Point Extension and installing a new traffic signal at US 52 and McCormick Road. The location of the I-65 project, des number 0600242 was changed per request of INDOT and additional information was added to the preliminary engineering phase of Concord Road from Brady Lane to CR 350S. No comments or questions were received from the general public.

### ***June 27, 2006: Citizens Participation Committee***

---

The draft TIP was presented to the Committee. Requests made during the Technical Transportation Committee were presented. Staff presented the TIP and described all of the sections in the document. The following are the questions and comments from the meeting:

- a) What is the status of the intersection of Klondike and US 52?



- b) Is it at 250 or at the entrance (improvements to US 52)?
- c) Number 28, McCormick and 52, is it new or now?
- d) Since it is only going to be up probably for four years, are they going to go ahead and put it in because of 231?
- e) Because the idea was there with the continuation of 231 to connect and it would probably be on top of 250.
- f) But would 231 make the signal obsolete, would they put a temporary signal in.
- g) How many feet is McCormick from the new signal (231)?
- h) There are no improvements to align it up (250 and 231).
- i) I can see a traffic mess if they don't align it up.
- j) Is 250 right across from McCormick not?
- k) The distance is not that very far, probably a hundred feet. They could install a dual signal.
- l) The construction is set for 2009. That is actually quick to just have a year to year and a half to do construction.
- m) The slowness of phase one is not the design. It has been the money.
- n) We knew they were going to do it. They just kept putting it off because the State was in financial straights.
- o) What was the third request or change?
- p) Project 36 and 37. Is that about Prophetstown?
- q) If it actually happens, if the enhancement grant awarded to this MPO was decided to no longer continue, who keeps the money?
- r) And the Wabash Heritage, project 38, still going to continue?
- s) And project 39 signal modernization, is it along any particular state road?
- t) Lengthily Discussion of LED lights
- u) Are they talking about timing the lights on 52
- v) Even if they did it in segments from Nighthawk to Yeager it would really help the traffic flow.
- w) Sometimes they are in sync and sometimes they are not and you have to stop at every light.
- x) Just out of curiosity, there are a couple of INDOT projects that have added travel lanes recommended by the transportation plan, how will they get resolved by the State?
- y) Would a super two lane be then restripable to four?
- z) The current shoulders are none existent.
- aa) But the super will have no travel lane down the middle – it will be like 350S.
- bb) And the state number 7, information not available. Will it be added later?
- cc) Are they going to be adding shoulders? The whole stretch from 231 almost has no shoulders.
- dd) It makes sense now to do the resurface and then widen in twenty years.
- ee) If they resurface it are they going to put shoulders in? People walk along it.
- ff) The Hoosier Heartland, it says ready for contract a year apart – will that happen?
- gg) Are they going to keep 25 as 25 until the project is done?
- hh) How is the phase A route compared to the proposed route?
- ii) Length discussion followed regarding the Hoosier Heartland project.
- jj) And will Swisher always cross the railroad tracks to get to the Park?
- kk) Does INDOT have more clout and are there are some folks you just can not say no to?
- ll) There are two hazard elimination projects, what are they?
- mm) These have been approved and are there any more in the pipeline?
- nn) Discussion followed regarding the 18<sup>th</sup> and Kossuth Street and Sycamore Lane projects.
- oo) I noticed there are plan for Cumberland between Salisbury and Solders Home, are there any plans for Cumberland and US 52.
- pp) Is it in the TIF district?
- qq) Will the project be edited out from exhibit 3?
- rr) Has there ever been a study done for Solders Home Road?
- ss) Discussion followed regarding Soldiers Home Road.
- tt) What were the termini on the Interstate project?
- uu) Are they still planning on doing the bridge over the railroad tracks on 52?
- vv) The Twyckenham Bridge is well worth it.
- ww) Could you explain exhibits nine and ten?
- xx) Who prioritizes the projects?
- yy) Who is on the technical committee?

***July 10, 2006: Administrative Committee***

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The Committee reviewed the draft document and recommended the document be approved. No comments or questions were received from the general public.

***July 19, 2006: Area Plan Commission***

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The draft document was presented. The Commission adopted the document by Resolution T-06-6. There were no comments or questions from the general public.

**CHANGE ORDER POLICY  
for  
FEDERAL AID STP/MG FUNDS**

**Greater Lafayette Area Transportation and Development Study Area**

The following procedures will be followed by the Area Plan Commission of Tippecanoe County (APC) in its capacity as Metropolitan Planning Organization (MPO), the INDOT Crawfordsville District Construction Engineers, the Local Government Engineers (LPA Engineer), and Project Construction Engineers regarding all federal aid local project change orders in Tippecanoe County, Indiana:

- When the LPA Engineer is informed by the Project Construction Engineer that a change order is required, the LPA Engineer shall contact the MPO to determine if or what portion of federal funds are available within the amount programmed for the project in the Transportation Improvement Program (TIP). The MPO will verify by phone whether or not the funds exist for the change order and inform the LPA Engineer if federal aid funds are available.
- The LPA Engineer will complete the change order form along with the amount of federal aid funds being requested, and send it directly to the MPO (APC). The Executive Director of the Area Plan Commission or designee will sign the change order and indicate the amount of federal, if any, and local funds required. The MPO will send the change order to the LPA Engineer for signature by the Board of County Commissioners, Mayor, or Town Council as appropriate.
- The LPA Engineer will provide a signed copy of the change order to the MPO.
- The MPO will forward the signed change order with the corresponding state Designation Number (Des #) to INDOT's Office of Policy and Budget Fiscal Management and the INDOT Crawfordsville District Construction Engineer.
- It is the responsibility of the local government to ensure that change orders have been provided to the MPO and that the MPO has signed off assuring that the federal aid funds are available.
- If this change order policy is not followed, the local government requesting federal aid funds will be required to use 100% local funds for the change order.
- When additional federal aid funds are not available within the amount programmed in the TIP, the local government may request a TIP amendment to increase the amount of federal aid available to the project. To facilitate such an eventuality, 5% of estimated federal funds will be left unprogrammed in the TIP so long as those unprogrammed funds are not in danger of being lost to the community. As custodians of those funds, the MPO (APC staff) will determine when all unprogrammed funds must be programmed.

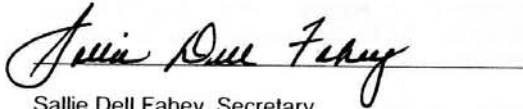
April 11, 2006

- In Dayton, Battle Ground and Clarks Hill (which have no local government engineer), the Project Construction Engineer will fulfill the responsibilities of the LPA Engineer for purposes of compliance with this policy.

Adopted by the Area Plan Commission of Tippecanoe County in its capacity as the Policy Committee of the Metropolitan Planning Organization this 19<sup>th</sup> day of April 2006.



Gary Schroeder, President



Sallie Dell Fahey, Secretary

April 11, 2006

## Planning Support for TIP Projects

The following two tables document the planning support for both local and State Projects. Each list provides a project description or code number and the document and page number where the planning support can be found.

LOCATION	PROJECT TYPE	PROJECT or DES NO.	SUPPORTING DOCUMENTATION
<b>Concord Road</b> (Brady Lane to CR 350S)	Road Reconstruction & Widening	0500092	TP, TFP-14/15, FY '05 TIP
<b>Concord Rd. &amp; Maple Point</b> (US 52 to Brady Lane)	Road Reconstruction & Widening & New		TP
<b>South 18<sup>th</sup> Street</b> (CR350S to CR 430S)	Road Reconstruction & Widening		TP, TFP-14, FY '05 TIP
<b>Earl Avenue</b> (at State and 24 <sup>th</sup> Streets )	Safety Improvements	0400756	HES Study, FY '05 TIP
<b>South 9<sup>th</sup></b> (Twyckenham to CR 350S)	Road Reconstruction & Widening		TP, TFP-15, FY '05 TIP
<b>Concord Road</b> (CR 350S to CR 430S)	Road Reconstruction & Widening		TP, TFP-14, FY '05 TIP
<b>South 9<sup>th</sup></b> (CR 350S to CR 430S)	Road Reconstruction & Widening		TP, TFP-14, CY '05 TIP
<b>Concord Road</b> (SR 25 to Maple Point)	Road Reconstruction		TP
<b>Yeager</b> (US 52 to Northwestern)	Added Travel Lanes		TP, TFP-15
<b>Happy Hollow</b> (US 52 to North River R.)	Reconstruction		TP, TFP-15, FY '05 TIP
<b>Grant, Chauncey, Vine</b> (Phase 1B)	Reconfigure One-Way Pair		TP, TFP-15
<b>Sycamore Lane</b> (US 52 to Salisbury St.)	Traffic Calming		HES Study
<b>Soldiers Home Road</b> (Kalberer Rd to US 52)	Road Reconstruction & Urbanization		TP, TFP-15, FT '05 TIP
<b>Soldiers Home Road</b> (Kalberer Rd to City Limits)	Road Reconstruction & Urbanization		TP, TFP-14, FY '05 TIP
<b>Salisbury Street</b> (at US 52)	Intersection Improvement		TP, TFP-15
<b>Cumberland Avenue</b> (Salisbury to Soldiers Hm)	Road Reconstruction		TP, TFP-15
<b>North River Road</b> (Quincy to Catherwood)	Road Reconstruction & Interchange Modify		TP, TFP-15
<b>McCarty Lane Extension</b> (CR 550E to SR 26)	New Road Cons.	0400938	TP, TFP-14, FY '05 TIP
<b>Tyler Road</b> (N. Co. Line to CR 900N)	Safety Improvements	0400311	HES Study, FY '05 TIP
<b>Cumberland Road Ext.</b> (Klondike to Existing Road)	New Road Con.	0300595	TP
<b>Wabash/Trolley Trail Con.</b> Happy H. Park to Quincy	Trail Construction		West Laf. Strategic Plan
<b>CR 900E</b> (N. Fork Wildcat Creek)	Bridge Rehabilitation		County Bridge Program

LOCATION	PROJECT TYPE	PROJECT or DES NO.	SUPPORTING DOCUMENTATION
<b>South River Road</b> (CR 300W to US 231)	Widening & Surfacing		TP, TFP-15, FY '05 TIP
<b>Lilly Road Bridge</b> (#U0209)	Replace Bridge and Approaches		County Bridge Program
<b>Hog Point Bridge</b> (Tippecanoe River)	Replace Bridge and Approaches		County Bridge Program
<b>Yeager Road</b> (North of Kalberer Rd.)	Road Realignment		TP, FY '05 TIP
<b>Bridge #91</b> (CR 175N at CR 925W)	Bridge Replacement		County Bridge Program
<b>Bridge #2</b> (S. Co. Line at CR 980E)	Bridge Replacement		County Bridge Program
<b>Bridge #152</b> (Pretty Prairie at CR 625E)	Bridge Replacement		County Bridge Program
<b>Bridge #20</b> (CR 350E at CR 900S)	Bridge Replacement		County Bridge Program
<b>Bridge #28</b> (CR 200W at CR 900S)	Bridge Replacement		County Bridge Program
<b>Bridge #64</b> (Lilly Road at CR 210W)	Bridge Rehabilitation		County Bridge Program
<b>Bridge #65</b> (at CR 900E)	Bridge Rehabilitation		County Bridge Program
<b>Railroad Street</b> (Prophet St. to SR 225)	Road Rehabilitation	0200770	Town Council
<b>County Council on Aging</b>	Replace Vans		Section 5310 Program
<b>Purdue University Airport</b>	Hanger 2 Apron Rehab. Rehab. Runway 10/28 Recon. Taxiway C Recon. Runway 5/23		AMP
<b>CityBus</b>	Operating Assistance & Capital Assistance		TDP, FY '04 TIP
<b>Williams/Harrison St.</b> (Phase 1A)	Road Reconstruction & Widening	0501163	TP, FY '05 TIP

AMP-Airport Master Plan  
 Bic./Ped. Plan – Bicycle & Pedestrian Plan  
 F/D – Federal Aid Crossing Questionnaire, Diagnostic Review  
 TDP – Transit Development Plan  
 TFP – Thoroughfare Plan  
 TIP – Transportation Improvement Program  
 TP – 2025 Transportation Plan

## INDOT Projects

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
<b>SR 25</b> Hoosier Heartland Corridor	New Road Construction	9802920	TP #466, FY '05 TIP, INSTIP INTP #466, IPOC
<b>SR 25</b> CR 575W, 400S, 500W	Intersection Improvements	0101064	District Review, FY '05 TIP
<b>SR 25</b> 3.77 Mi. N. of SR 225	Small Structure Replacement	0200004	District Review, FY '05 TIP
<b>SR 25</b> CSX RR Bridge	Bridge Replacement	0400775	District Review
<b>SR 25</b> At CR 375W	Add Passing Lane	0500107	District Review
<b>SR 25</b> SR 28 to CR 500W	Pavement Resurface	0501022	District Review
<b>SR 26</b> I-65 to .3 Mi E of CR 550E	Added Travel Lanes	9134885	TP #89, FY '05 TIP, INSTIP INTP #89, IPOC
<b>SR 26</b> At CR 300W & CR 500W	Sight Distance Correction	9801040	FY '05 TIP, INSTIP
<b>SR 26</b> 1.12 to 4.71 Mi east of I-65	Added Travel Lanes	0012950	TP #475, FY '05 TIP, INSTIP
<b>SR 26</b> Tippecanoe/Warren Line	Intersection Improvement	0201252	District Review, FY '05 TIP
<b>SR 26</b> US 231 to Clinton County Ln	Guard Rail Improvements	0401143	District Review
<b>SR 26</b> At Post Office	Intersection Improvement	0500527	District Review
<b>SR 26</b> At Park East Boulevard	Traffic Signal Modernization	0500999	District Review
<b>SR 38</b> .45 to 1.17 Mi east of I-65	Pavement Replacement	9802490	FY '05 TIP, INSTIP, IPOC
<b>SR 38</b> At Wildcat Creek Bridge	Landscaping	0401286	Wildflower Program, FY '05 TIP, INSTIP
<b>SR 43</b> SR 225 to SR 28	Road Replacement	0012940	FY '05 TIP, INSTIP
<b>US 52</b> Union Street to McCarty Ln.	Road Replacement	9802510	FY '05 TIP, INSTIP, IPOC
<b>US 52</b> Norfolk Southern Xing	Grade Separation	9900510	FY '05 TIP, INSTIP
<b>US 52</b> Wabash R. to 3.03 Mi East	Pavement Replacement	0100699	FY '05 TIP, District Review IPOC
<b>US 52</b> Over CSX RR & N. 9th	Bridge Replacement	0201210	FY '05 TIP, District Review
<b>US 52</b> US 231 to W of SR 443	Road Rehabilitation	0201393	District Review
<b>US 52</b> W.B. Wabash R. Bridge	Bridge Repainting	0400598	Bridge Inspection
<b>US 52</b> Wabash River Bridge	Bridge Replacement	0400774	District Review
<b>US 52</b> W of SR 352 to US 231	Road Rehabilitation	0401007	District Review

LOCATION	PROJECT TYPE	DES. NO.	SUPPORTING DOCUMENTATION
<b>US 52</b> SR 443 Bridge	Landscaping	0401287	Wildflower Program FY '05 TIP, INSTIP
<b>US 52</b> At McCormick Road	Signal, New or Modernization	0600216	District Review
<b>I-65</b> At SR 26	Interchange Modification	9802780	TP #94, FY '05 TIP, INSTIP IPOC
<b>I-65</b> At SR 43	Interchange Modification	9802790	TP #95, FY '05 TIP, INSTIP IPOC
<b>I-65</b> At SR 25/38	Bridge Painting	0600043	Central Office Review
<b>I-65</b> .03 Mi S of CR 500S in Clinton Co to 1.0 Mi N of Lauramie Cr.	Surface Treatment	0600242	Central Office Review
<b>US 231</b> .5 Mi N Wabash R. to SR 26	New Road Construction	9700830	TP #100, FY '05 TIP, INSTIP Purdue U. Plan, IPOC
<b>US 231</b> SR 26 to US 52	New Road Construction	0300431	TP #465, FY '05 TIP, INSTIP IPOC
<b>US 231</b> NB Bridge Wabash R.	Bridge Rehabilitation	0400064	District Review
<b>Museums at Prophetstown</b> Museums Campus	Trail & 12 acre restoration	9981310	Enhancement Grant
<b>Prophetstown Eagle Wing Center</b>	Parking Lot	0200981	Enhancement Grant
<b>Wabash Heritage Trail Ext.</b> Through Prophetstown	New Trail Construction	0300822	Enhancement Grant
<b>Various Locations in Tippecanoe County</b>	Signal Modernization	0201331	District Review

INSTIP – Indiana DOT TIP  
 TF – Thoroughfare Plan  
 TIP – Transportation Improvement Program  
 TP – 2025 Transportation Plan



April 13, 2006  
Reference Number: 06 – 223

## **PUBLIC NOTICE**

The Staff of the Area Plan Commission is developing the Fiscal Year 2007 Transportation Improvement Program (TIP) for the Lafayette – West Lafayette – Tippecanoe County area. In accordance with Congressional regulations, this notice is intended to give the general public notice that a TIP is being developed and to provide an opportunity for comments or questions concerning its development.

The TIP is a document that lists all local and State transportation projects proposed within Tippecanoe County over the next five years. This includes projects sponsored by the Cities of Lafayette and West Lafayette, Tippecanoe County, CityBus, the Purdue University Airport and INDOT. Both lists are available either at the APC offices or on line at [www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc).

Since the Lafayette – West Lafayette – Tippecanoe County area only receives a small portion of federal funds, those projects requesting federal funds must be prioritized. It is the responsibility of the Technical Transportation Committee (TTC) to do this. The TTC will review and prioritize submitted projects on April 19, 2006, at 2:00 p.m. in the West Lafayette City Hall.

After project prioritizing, Staff will develop a draft document. It will then be reviewed by the Technical Transportation, Citizens Participation, and Administrative Committees before review and adoption by the Area Plan Commission. Another notice will be posted with the dates and times of the Administrative Committee and Area Plan Commission meetings. All meetings are open to the public.

All documentation and project lists can be viewed in the office of the Area Plan Commission of Tippecanoe County at 20 North 3<sup>rd</sup> Street, Lafayette Indiana. If you have any questions or comments pertaining to the TIP, please direct them to:

Doug Poad  
Senior Planner - Transportation  
Area Plan Commission of Tippecanoe County  
20 North 3rd St.  
Lafayette, IN 47901  
(765) 423-9242  
Fax: (765) 423-9154  
email: [dpoad@tippecanoe.in.gov](mailto:dpoad@tippecanoe.in.gov)

June 22, 2006  
Ref. No.: 06 – 337

## **PUBLIC NOTICE**

On Wednesday, July 19, 2006, at 7:00 p.m., the Area Plan Commission of Tippecanoe County (APC), acting as the Metropolitan Planning Organization for the Greater Lafayette Area, will hear and discuss comments relevant to the adoption of the Fiscal Year 2007 Transportation Improvement Program (TIP). The APC meets in the Tippecanoe Room in the Tippecanoe County Office Building, 20 North 3<sup>rd</sup> Street, Lafayette Indiana.

Copies of the program of projects, project priority lists, and the draft TIP are available for inspection at the offices of the Area Plan Commission, 20 North 3<sup>rd</sup> Street, Lafayette, Indiana. A copy of the draft Transportation Improvement Program is also available on the Area Plan Commission's web site:

**[www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)**

If you have any comments or questions pertaining to the TIP, please direct them to:

Doug Poad  
Senior Planner - Transportation  
Area Plan Commission of Tippecanoe County  
20 North 3rd St.  
Lafayette, IN 47901  
(765) 423-9242  
Fax (765) 423-9154

NOTICE THAT THE  
FY 2007 TRANSPORTATION IMPROVEMENT PROGRAM  
IS BEING DEVELOPED  
AND  
NOTICE of PUBLIC MEETING to REVIEW and PRIORITIZE  
CITY AND COUNTY PROJECTS SEEKING URBAN FEDERAL FUNDS and  
INDIANA DEPARTMENT OF TRANSPORTATION PROJECTS  
FOR THE  
GREATER LAFAYETTE AREA TRANSPORTATION and DEVELOPMENT STUDY

Notice is hereby given that the Area Plan Commission of Tippecanoe County is developing the FY 2007 Transportation Improvement Program (TIP). In compliance with Congressional Legislation, this publication notice is intended to notify the general public that a TIP is being developed and to provide an opportunity for any comments or questions concerning its development.

The TIP is a document that lists local and State transportation projects proposed for Tippecanoe County over the next five years. This includes projects sponsored by the Cities of Lafayette and West Lafayette, Tippecanoe County, CityBus, the Purdue University Airport and INDOT. At this time APC Staff is compiling those lists.

Since the Greater Lafayette Area only receives a small portion of federal transportation funds, those projects for which federal funds are being requested must be prioritized. It is the responsibility of the Greater Lafayette Technical Transportation Committee to do this. The Greater Lafayette Technical Transportation Committee will review, discuss, and prioritize those City and County projects seeking Urban federal funds and the Indiana Department of Transportation's federally funded and financially constrained road project list at its April 19, 2006 meeting, at 2:00 p.m. in the West Lafayette City Hall.

After projects are prioritized, Staff will develop a draft document. It will then be reviewed by the Technical Transportation, Citizens Participation, and Administrative Committees before review and adoption by the Area Plan Commission. Another notice will be published providing the time, date, and location of the Area Plan Commission meeting. All meetings are open to the public. If there are any comments that propose significant changes to the document, an additional public hearing will be held.

A list of City, County and the Indiana Department of Transportation projects and other pertinent documentation can be viewed in the offices of the Area Plan Commission of Tippecanoe County at 20 N. 3<sup>rd</sup> Street, Lafayette, Indiana, during normal office hours or on the APC website at [www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)

AREA PLAN COMMISSION OF  
TIPPECANOE COUNTY, INDIANA

BY   
EXECUTIVE DIRECTOR

Date Approved: 3/27/06

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NOTICE of PUBLIC MEETING to ADOPT the  
FY 2007 TRANSPORTATION IMPROVEMENT PROGRAM  
and AIR QUALITY ASSURANCE  
for the  
GREATER LAFAYETTE AREA TRANSPORTATION DEVELOPMENT STUDY

Notice is hereby given that the Area Plan Commission of Tippecanoe County, acting under its authority as the Greater Lafayette Area Metropolitan Planning Organization, will hear and discuss comments prior to considering adoption of the Fiscal Year 2007 Transportation Improvement Program (TIP) on July 19, 2006, at 7:00 p.m. in the County Office Building, 20 North 3<sup>rd</sup> Street, Lafayette, Indiana.

A staff report, program of projects, priority lists, annual listing of obligated projects, draft TIP and other pertinent documentation can be viewed at the offices of the Area Plan Commission at 20 North 3<sup>rd</sup> Street, Lafayette, Indiana during normal office hours 8:00 a.m. to 4:30 p.m. A copy of the draft TIP is also available on the Area Plan Commission's web page: [www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc).

Instead of speaking at the public meeting, written suggestions or objections to the provisions of said proposal may be filed with the Executive Director of the Area Plan Commission at or before such meetings at the time and place designated. Said meeting may be continued from time to time as necessary.

AREA PLAN COMMISSION OF  
TIPPECANOE COUNTY, INDIANA

BY   
EXECUTIVE DIRECTOR

Date Approved: 6/21/06

*Area Plan Commission*

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209(765) 423-9242  
(765) 423-9154 [FAX]SALLIE DELL FAHEY  
EXECUTIVE DIRECTORApril 3, 2006  
Ref. No. 06 - 206Connie Sorensen, President  
Eagle Hauling & Conveying  
P.O. Box 244  
Dayton, IN 47941

Dear Mr. Connie Sorensen:

Currently the Staff of the Area Plan Commission of Tippecanoe County is developing the FY 2007 Transportation Improvement Program (TIP) for the Greater Lafayette Area. In accordance with Congressional regulations, this letter is intended to inform you of your opportunity to ask questions, make comments or express concerns regarding the development of this document.

As in previous TIPs, the document lists all local and state transportation projects proposed within Tippecanoe County over the next five years. This includes projects requesting federal funding, projects that are consistent with the 2025 Transportation Plan, and other significant regional projects. Enclosed you will find both a list of state projects and one of local projects.

On both lists we have included information for each project. This includes project location, type of improvement, the fiscal year in which construction is expected to begin, and total cost. We have also included the type and amount of federal funds requested for all local projects.

Since the Lafayette - West Lafayette - Tippecanoe County area only receives a small amount of federal funds, projects must be prioritized. It is the responsibility of the Technical Transportation Committee (TTC) to do this. The TTC will review and prioritize submitted projects on April 19, 2006 at 2:00 pm in the West Lafayette City Hall. We invite you to attend. There will be a time for comments at the meeting.

After all projects are prioritized, the Area Plan Commission staff will develop a draft TIP. It will contain project priority lists, and a financial capacity documentation for local road projects as well as for CityBus (GLPTC). Several summaries will be included: public and private participation; status of projects that were programmed in the FY 2005 TIP; and comments and questions from the general public.

When complete, the draft TIP will then be reviewed by the Technical Transportation, Citizens Participation, and Administrative Committees before review and adoption by the Area Plan Commission. You will be notified of the date and time of the Area Plan Commission meeting. All meetings are open to the public; we encourage your participation.

If you have questions or comments pertaining to development of the TIP, please direct them to:

Doug Poad, Senior Planner - Transportation  
Area Plan Commission of Tippecanoe County  
20 North 3rd St.  
Lafayette, IN 47901  
(765) 423-9242,  
email: dpoad@tippecanoe.in.gov

Sincerely,

Sallie Dell Fahey  
Executive Director

enclosures

THE *Area Plan Commission*  
of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

June 23, 2006  
Ref. No. 06 - 340

Bob Fox, President  
Fox Hauling & Conveying, Inc.  
2887 SR 25N  
Lafayette, IN 47905

Dear Mr. Fox:

Progress continues toward completing the Fiscal Year 2007 Transportation Improvement Program (TIP) for the Lafayette - West Lafayette - Tippecanoe County area, and we would like to provide you a brief status report.

On April 19<sup>th</sup>, the Technical Transportation Committee reviewed both local and INDOT road projects and recommended priorities. Shortly thereafter, the Area Plan Commission staff began preparing the draft document which is now complete and available for review and comment. If you would like a paper copy mailed to you, please call. Otherwise, the draft document can also be viewed and downloaded via the APC web page:

<http://www.tippecanoe.in.gov/apc>

The draft TIP will be presented for adoption and discussed by the Area Plan Commission at 7:00 p.m. on July 19, 2006 in the Tippecanoe Room in the County Office Building, 20 North 3<sup>rd</sup> Street, Lafayette, Indiana. The meeting is open to the public and I would welcome your attendance and comments either prior to or at the meeting.

If you have any questions, comments or would like a copy of the draft document, please direct them to:

Doug Poad, Senior Planner - Transportation  
Area Plan Commission of Tippecanoe County  
20 North 3<sup>rd</sup> Street  
Lafayette, IN 47901  
(765) 423-9242, or Fax: (765) 423-9154

Sincerely,



Sallie Dell Fahey  
Executive Director

THE

# *Area Plan Commission*

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

TO: Citizens Participation Committee Members  
FROM: Doug Poad  
DATE: April 27, 2006  
REF. NO. 06 - 240

## **ATTENTION CPC MEMBERS....**

The draft Transportation Plan for 2030 is now complete and you will find a copy enclosed in your packet. Please take this opportunity to review it.

This document is our vision for road improvements in Tippecanoe County. It spells out which roads will be improved and widened. It also illustrates where new roads will be built. The cost: nearly one billion dollars.

So please bring your comments and suggestions. If you are unable to make the meeting we are still very interested in hearing from you. Please either call or email us at [dpoad@tippecanoe.in.gov](mailto:dpoad@tippecanoe.in.gov) or [jthomas@tippecanoe.in.gov](mailto:jthomas@tippecanoe.in.gov).

After our meeting, the draft Plan will be presented to the Area Plan Commission at its May 17, 2006 meeting for adoption.

You will also see on the agenda the Transportation Improvement Program or TIP. The TIP is our short range plan looking only five years ahead. This plan makes sure we spend our federal gas tax funds wisely. We will be presenting the projects that will be in the TIP and also their priority.

### **Meeting Date:**

**Date: May 9th, 2006**

**WHERE: Grand Prairie Room, Tippecanoe County Office Building**

**WHEN: 7:00 p.m.**

***Hope to see you there***

THE *Area Plan Commission*  
of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

**TO: Citizens Participation Committee Members**  
**FROM: Doug Poad**  
**DATE: June 13, 2006**  
**REF. NO. 06 - 329**

**ATTENTION CPC MEMBERS....**

A big thanks to all of the members who scored the five INDOT road projects. Your scores have been forwarded to INDOT and will be included in their review. We anticipate INDOT releasing their results in the next month or two. When the results are released, they will be passed along to you.

The draft TRANSPORTATION PLAN FOR 2030 is now the official long range transportation plan. It was adopted by the Area Plan Commission on May 17<sup>th</sup>. We are now presenting it to all of the local government agencies for their adoption. After their adoption, it will then be an official part of the Comprehensive Plan for Tippecanoe County.

Our next citizens meeting is scheduled for June 27<sup>th</sup>. The first item on the agenda is the draft Transportation Improvement Program. This document shows where we will be spending all of our federal gas taxes, and is a comprehensive list of all local and State road and transit projects. A copy of the draft FY '07 TIP is on the APC web page ([www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc)). Please call if you would like a paper copy.

It's that time of the year again for the hot spot list. Is there one particular intersection you find frustrating? Would you like to tell someone about it but not sure who to tell? The June Citizens meeting is your opportunity to tell us about your pet peeve.

**Meeting Date:**

**Date: June 27<sup>th</sup>, 2006**

**WHERE: Grand Prairie Room, Tippecanoe County Office Building**

**WHEN: 7:00 p.m.**

*Hope to see you there*



# **GREATER LAFAYETTE AREA TRANSPORTATION & DEVELOPMENT STUDY**

## **TECHNICAL TRANSPORTATION COMMITTEE**

### **MEETING MINUTES**

**June 21, 2006**

#### **MEMBERS PRESENT**

Jon Fricker  
Sallie Fahey  
Opal Kuhl  
Mike Yamin  
Jeromy Grenard  
Betty Stansbury  
Randy Walter  
Max  
Marty Sennett  
Deputy Chief JT Walker  
Jennifer Bonner  
Capt. Rick Walker

JTRP  
Executive Director of the Area Plan Commission  
Tippecanoe County Highway Director  
INDOT: Crawfordsville District – Development  
West Lafayette City Engineer's Office  
Purdue University Airport  
INDOT: Urban & MPO Planning  
Lafayette Police Department  
GLPTC  
West Lafayette Police Department  
Lafayette City Engineer's Office  
Tippecanoe County Sheriff's Department

#### **NON-VOTING MEMBERS**

David Franklin  
Dana Smith

Federal Highway Administration  
Lafayette-West Lafayette Chamber of Commerce

#### **ALSO PRESENT**

Doug Poad  
John Thomas  
Melissa Baldwin  
Gina Quattrocchi  
Suzie Kemp  
Dan Shaw  
Kelly Gramenz  
Bob Foley

APC  
APC  
APC  
WLFI-TV  
INDOT: Crawfordsville District – Permits  
Journal & Courier  
WLFI-TV  
Lafayette City Engineer's Office

Jon Fricker called the meeting to order at 2:00 p.m.

#### **I. APPROVAL OF THE APRIL 19, 2006 MEETING MINUTES**

Randy Walter stated that Mick Brinkerhoff was present and asked that the minutes be amended.

Opal Kuhl moved to approve the amended minutes of the May 17, 2006 meeting. Betty Stansbury seconded and the motion was approved by unanimous voice vote.

Sallie Fahey officially introduced Melissa Baldwin, the new transportation planner.

#### **II. ACCESS PERMITS**

Mike Yamin informed the Committee that there were no new access permits filed.

#### **III. DRAFT FY 2007 TIP, FOR RECOMMENDATION TO THE AREA PLAN COMMISSION**

Doug Poad distributed copies of the FY 2007 TIP draft. This document is a summary of all the work that has been going on for the past 6 months. All the local jurisdictions submitted their projects for the next 5 years. Those lists were summarized by staff and at the April Technical Committee and then those lists were prioritized and financially constrained. Exhibits 1 and 2 are the financially constrained projects and Exhibits 3 and 4 are for information only and not constrained. The state DOT financially constrained projects are listed in Exhibits 5 & 6 and Exhibits 7 & 8 show some of the projects that have been postponed or suspended. The next two chapters give an idea of the prioritization and briefly mentions how projects requesting enhancement funds are handled. The next section explains the financial constraint part of the TIP, showing that allocation has not been overspent. There are additional parts to the TIP that include a summary of the public participation process, environmental justice review, financial picture for the last 5 years and looking out 3-5 years, a review of the project and the annual listing of projects, both state and local, that have been let and also those that have been totally financed by local funds. The draft copy of this document is available on the APC website, [www.tippecanoe.in.gov/apc](http://www.tippecanoe.in.gov/apc) so it is easily accessible to anyone interested in reviewing the document. After questions and comments, he requested that the Committee recommend this document for adoption by the Area Plan Commission.

Dave Franklin asked what public involvement process was used for this document.

Doug Poad responded that the process has been in use for several years and that it involves several steps. Legal notices have been printed, public announcements have been posted throughout the community in several government offices and buildings, letters are mailed to the Citizens Participation Committee, established mailing lists, independent transportation providers and local trucking and hauling firms. The Citizens Participation Committee holds formal meetings, the next one being next week, where the Transportation Improvement Program is reviewed and discussed as well as the projects that are listed. The projects are also available on the website.

Dave Franklin asked Randy Walter if his office has reviewed the draft TIP to determine if there are any financial concerns.

Randy Walter answered that he felt most of these projects are old because they have been taken out of the existing INSTIP.

Doug Poad concurred and added that unfortunately staff was not provided a list of state projects from INDOT so the draft list found on the INDOT website was used.

Randy Walter requested a correction be made on page 22, item #31. One project will be on the 6 month letting list and there is a project on the TIP that he was not aware of. He asked that on page 22, item #31, Des. #0600242, the description be changed to "from .03 miles south of CR 500 S, in Clinton County, to 1 mile north of Lauramie Creek, in Tippecanoe County". The cost will remain the same. Previously the project termini was not defined.

Randy Walter then requested that a new project be added. A modernized signal light at the US 52 and CR 250 W (McCormick Road) intersection be added as Description #0600216, at a cost of \$80,000.00 which will be paid for by Federal funds, STP 4979.

Randy Walter stated that he has checked and all the designation numbers have been accounted for.

Mike Yamin asked when the next opportunity would be to add new projects.

Doug Poad stated that new projects could be added now or they could be amended in at a later date.

Mike Yamin asked if a project could be added as early as next month.

Sallie Fahey stated, while a project could be added as early as next month, that she would hate to adopt a new document only to amend it immediately. Amending the document is a very long process.

Mike Yamin noted that he is proposing signals for the ramps at I-74 and US 231.

Opal Kuhl noted that that location is not in our county.

Jennifer Bonner asked where the preliminary engineering for the Concord Road project is reflected in the TIP as there is no release date yet.

Doug Poad responded that the funding has already been approved, even though the official notice to start has not been received from INDOT. The project will not show up in the individual listings but rather it is included on the financial information page. The funds are allocated in Exhibit #11 on page 40. Those funds are included in the “ ’05 funds already allocated” portion.

Randy Walter asked if the projects included in that amount should be individually listed.

Sallie Fahey concurred.

Jennifer Bonner stated that she just received the document yesterday and would like an opportunity to review it before voting on it.

Doug Poad stated that there is an Administrative Committee meeting set-up to review the document on July 10, 2006 and also scheduled for the Area Plan Commission on July 19, 2006. This Committee needs to recommend approval before that meeting date.

Sallie Fahey noted that this Committee has been working on this document since March.

Jennifer Bonner concurred but noted that this is the first time the whole document has been available for review.

Randy Walter added that there is also a timeline with INDOT.

Sallie Fahey also noted that the prior TIP expires in July and that if this document is not adopted in July, no one can get any money.

Doug Poad addressed Jennifer Bonner and directed her to look at page 32, Exhibit 9, that money is broken down by projects and that the Concord Road project is specifically noted.

Jennifer Bonner added that there was no cost adjustment made when the Maple Point project was added and suggested that Maple Point be included in the list of local projects.

Doug Poad concurred but added that “north of Maple Point” was to be a local project but is not included at this time.

Jennifer Bonner requested that “Concord Road north of Maple Point” be included as a local project and the existing projects included under “committed funds” be individually listed.

Opal Kuhl moved to approve the **FY 2007 TIP** as amended. Marty Sennett seconded.

Sallie Fahey reviewed the four items to be amended.

1. change the project description of item 31 on page 22,
2. add signal at McCormick Road as an additional project,
3. add Concord Road, north of Maple Point Drive, as a local project, and
4. list existing projects in committed funds.

Jon Fricker asked what changes have occurred in the last month.

Doug Poad responded that the only major change is that staff received an electronic letter stating that a request to amend the functional classification maps, in regard to the projects around Purdue University, were approved and that the first project, for Harrison Street, have federal funds earmarked from SAFTEA-LU. That project will be moved from the unconstrained to the constrained list as an administrative amendment to the FY 05 TIP.

#### **IV. STUDY PROGRESS**

John Thomas stated that staff is finishing up the Title VI certification and that the Area Plan Commission adopted the 2030 Transportation Plan.

Sallie Fahey received news that the last of the jurisdictions adopted the 2030 Transportation Plan and that the Area Plan Commission will be presented the Unified Planning Work Program for adoption at tonight's meeting.

Doug Poad added that he received information that letters, with regard to the Enhancement Funds, were sent out today and that the City of West Lafayette will find out shortly if their grant request was approved. He expects an announcement by Friday, June 23<sup>rd</sup>.

#### **V. OTHER BUSINESS**

Sallie Fahey stated that Jennifer Bonner did not receive her mailed packet and a copy was hand delivered to her. She asked the Committee members if anyone else was having difficulty receiving the mailed packets.

All other members received their mailed copies.

Jennifer Bonner added that usually her packet was emailed to her and she would prefer to receive her information that way.

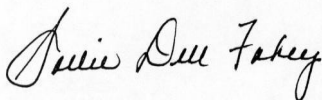
Sallie Fahey stated that she would look into that so the same situation would not happen in the future but noted that the mailed packet would be sent to the member, rather than to a proxy. If a Committee member is not able to attend a meeting and their proxy is attending, it will be up to the member to forward that information to their proxy.

Jon Fricker stated that the next meeting would be July 19, 2006 at 2:00pm.

#### **VI. ADJOURNMENT**

Opal Kuhl moved to adjourn.

The meeting adjourned at 2:30pm.



Sallie Dell Fahey  
Secretary

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**T-06-08**  
**Indiana Department of Transportation**  
**Fiscal Year 2007 TIP Amendment**

**Resolution, Transmittal Letter and Staff Report**  
**September 20, 2006**

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RESOLUTION T-06-08  
RESOLUTION TO AMEND THE FY 2007  
TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Area Plan Commission of Tippecanoe County (APC) acting as the Metropolitan Planning Organization, is responsible for transportation planning in Tippecanoe County, and

WHEREAS, the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, is responsible for developing and maintaining the Transportation Improvement Program, and

WHEREAS, the Area Plan Commission of Tippecanoe County is authorized to act on Transportation Improvement Program requests, and

WHEREAS, the Indiana Department of Transportation requests an amendment to the FY 2007 Transportation Improvement Program as follows:

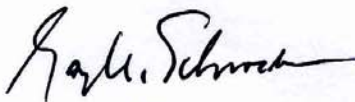
Project and Description	Federal Share	Local Share	Total Cost
I-65 over the Wabash River, Des # 0012660, southbound bridge, Bridge Deck Reconstruction & Widening Construction (FY '07)	\$7,905,384	\$878,376	\$8,783,760
I-65 over the Wabash River, Des # 0600402, northbound bridge, Bridge Deck Reconstruction & Widening Preliminary Engineering (FY '07)	\$261,540	\$29,060	\$290,000
Construction (FY '07)	\$7,905,384	\$878,376	\$8,783,760
I-65 over the Wildcat Creek, Des # 0066620, southbound bridge, Bridge Deck Replacement & Widening Construction (FY '07)	\$4,140,000	\$460,000	\$4,600,000
I-65 over the Wildcat Creek, Des # 0600400, northbound bridge, Bridge Deck Replacement & Widening Preliminary Engineering (FY '07)	\$45,000	\$5,000	\$50,000
Construction (FY '07)	\$4,140,000	\$460,000	\$4,600,000

WHEREAS, the Technical Transportation Committee reviewed the request at its July 19, 2006 meeting and recommended their inclusion in the FY 2007 Transportation Improvement Program, and

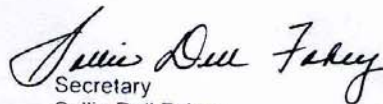
WHEREAS, the Administrative Committee reviewed the requests via email and recommended their inclusion in the FY 2007 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, hereby adopts this amendment to the FY 2007 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 20<sup>th</sup> of September 2006.



President, APC  
Gary W. Schroeder



Secretary  
Sallie Dell Fahey

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

September 27, 2006  
Ref. No.: 06 - 508

Carter Keith, Manager  
Programming Section  
INDOT, Room N  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Attn: Randy Walter

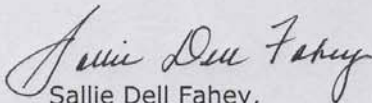
Dear Mr. Keith:

On September 20, 2006, the Area Plan Commission of Tippecanoe County amended the FY 2007 Transportation Improvement Program by Resolution T-06-08. The amendment included programming the deck reconstruction and widening projects (both northbound and southbound bridges) on I-65 over the Wabash River (des #'s 0012660 and 0600420) and the deck replacement and widening projects (both northbound and southbound bridges) on I-65 over the Wildcat Creek (des #'s 0066620 and 0600400).

The TIP was also administratively amended to reflect an increase in the preliminary engineering costs of the Williams and Harrison Streets project, des #0501163. Total cost was increased to \$643,150, with the federal share increased to \$514,520.

Enclosed you will find a copy of the resolution, staff report and amended TIP pages. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey,  
Executive Director

enclosures



## BACKGROUND AND REQUEST

The Indiana Department of Transportation has requested an amendment to the FY 2007 Transportation Improvement Program (TIP). The request includes programming four projects. They are:

### **I-65 at the Wabash River (southbound bridge), Des #0012660**

Bridge Deck Reconstruction and Widening

Construction is anticipated in 2007

Total construction cost:	\$8,783,760
Federal funds:	\$7,905,384
State funds:	\$878,376

### **I-65 at the Wabash River (northbound bridge). Des #0600402**

Bridge Deck Reconstruction and Widening

Preliminary engineering is anticipated in 2007

Total construction cost:	\$290,000
Federal funds:	\$261,540
State funds:	\$29,060

Construction is anticipated in 2007

Total construction cost:	\$8,783,760
Federal funds:	\$7,905,384
State funds:	\$878,376

### **I-65 at the Wildcat Creek (southbound bridge), Des #0066620**

Bridge Deck Replacement and Widening

Construction is anticipated in 2007

Total construction cost:	\$4,600,000
Federal funds:	\$4,140,000
State funds:	\$460,000

### **I-65 at the Wildcat Creek (northbound bridge), Des #0600400**

Bridge Deck Replacement and Widening

Preliminary engineering is anticipated in 2007

Total construction cost:	\$50,000
Federal funds:	\$45,000
State funds:	\$5,000

Construction is anticipated in 2007

Total construction cost:	\$4,600,000
Federal funds:	\$4,140,000
State funds:	\$460,000



Both southbound bridge projects are already shown in the TIP in Exhibit 7, INDOT Projects Shown as Information Purposes Only, as project #4. They are currently shown as suspended. This amendment will move these two projects to Exhibit 5, Indiana Department of Transportation Projects, as well as add the two northbound bridge projects to Exhibit 5.

On July 19, 2006, the Technical Transportation Committee reviewed the request and recommended the projects be amended into the FY 2007 TIP.

The Administrative Committee reviewed the request through a newly approved email voting procedure and recommended the amendments to the FY 2007 TIP.

**STAFF RECOMMENDATION:**

Approval of this amendment to the FY 2007 Transportation Improvement Program by adopting Resolution T-06-08, attached.

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**T-06-09**  
**Indiana Department of Transportation**  
**Area Plan Commission Staff**  
**Fiscal Year 2007 TIP Amendment**

**Resolution, Transmittal Letter and Staff Report**  
**November 1, 2006**

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RESOLUTION T-06-09  
RESOLUTION TO AMEND THE  
FY 2007 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Executive Committee of the Area Plan Commission of Tippecanoe County (APC) acting as the Metropolitan Planning Organization, is responsible for transportation planning in Tippecanoe County, and

WHEREAS, the Executive Committee of the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, is responsible for developing and maintaining the Transportation Improvement Program, and

WHEREAS, the Executive Committee of the Area Plan Commission of Tippecanoe County is authorized to act on Transportation Improvement Program requests, and

WHEREAS, the Indiana Department of Transportation and the Area Plan Commission Staff requested amendments to the FY 2007 Transportation Improvement Program as follows:

Project and Description	Phase	Year	Federal Share	Local Share	Total Cost
<i>Exhibit One</i>					
Sycamore Lane	PE	'07	\$0	\$75,000	\$75,000
US 52 to Salisbury Street	RW	'07	\$0	\$75,000	\$75,000
Traffic Calming	CN	'08	\$414,000	\$136,000	\$550,000

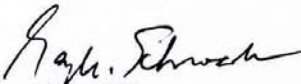
<i>Exhibit Three</i>					
SR 25, Des #0500107	PE				
At CR 375W	RW	'07	\$16,000	\$4,000	\$20,000
Add Passing Lane	CN	'09	\$65,680	\$16,420	\$82,100

WHEREAS, the Technical Transportation Committee reviewed the requests at its September 20, 2006 meeting and recommended their inclusion in the FY 2007 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed the requests at its September 26, 2006 meeting and recommended their inclusion in the FY 2007 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Executive Committee of the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, hereby adopts these amendments to the FY 2007 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 1<sup>st</sup> of November 2006.

  
President, APC  
Gary W. Schroeder

  
Secretary  
Sallie Dell Fahey

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

November 3, 2006  
Ref. No.: 06 - 570

Carter Keith  
Section Manager  
INDOT, Room N926  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

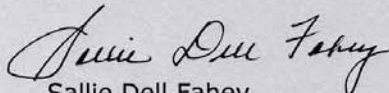
Attn: Randy Walter

Dear Mr. Keith:

On November 1, 2006, the Area Plan Commission of Tippecanoe County amended the FY 2007 Transportation Improvement Program by Resolution T-06-09. The amendment included programming the SR 25 and CR 375W project, des #0500107, right-of-way and construction financial information. It also included moving the Sycamore Lane Project from Exhibit 3 to Exhibit 1. The Safety Committee approved the project on August 10, 2006.

Enclosed you will find a copy of the resolution, staff report and amended TIP pages. Please call if you have any questions or need additional information.

Sincerely,

  
Sallie Dell Fahey,  
Executive Director

enclosures



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T-06-09  
**FY 2007 TIP Amendments**  
Indiana Department of Transportation and  
Area Plan Commission Staff

Staff Report  
October 26, 2006

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**BACKGROUND AND REQUEST**

There are two requests included in this TIP amendment. The Indiana Department of Transportation, INDOT, has requested an amendment to add funding and phasing information to the SR 25 intersection improvements at CR 375W. Additionally, the Staff of the Area Plan Commission is requesting an amendment to move the Sycamore Lane project from Exhibit 3 (unfunded projects) to Exhibit 1 (funded projects).

*INDOT Request*

When developing the FY '07 TIP earlier this year, INDOT identified an intersection improvement project at SR 25 and CR 375W. However, specific funding and phasing information were not available. The project was programmed in the TIP and is shown in Exhibit 5, as project #7. The project designation number is 0500107.

INDOT recently revisited the project and estimated the cost for purchasing right-of-way and for construction. Thus this amendment adds the specific detailed information. INDOT stated that federal funds will be used for both phases. The estimated right-of-way cost is \$20,000 (\$16,000 in federal funds and \$4,000 in state funds), and the estimated construction cost is \$82,100 (\$65,680 in federal funds and \$16,420 in state funds). INDOT estimates the right-of-way phase to begin in 2007 and construction to begin in 2009.

*APC Staff Request*

In July 2005, the City of West Lafayette and the Area Plan Commission submitted a grant for federal Hazard Elimination Safety funds (HES) to add traffic calming features and sidewalks to Sycamore Lane. The project is shown in Exhibit 3, as project #4. On August 10<sup>th</sup>, 2006, the Safety Review Committee approved the grant. Staff is requesting the amendment to move the project from Exhibit 3, the list of projects that have not been approved for federal funding, to Exhibit 1, the list of projects that have been approved for federal funding.

On September 20, 2006, the Technical Transportation Committee reviewed both requests and recommended their inclusion in the FY '07 TIP.

The Administrative Committee reviewed both requests at its September 26, 2006 meeting and recommended the amendments to the FY 2007 TIP.

**STAFF RECOMMENDATION:**

Approval of these amendments to the FY 2007 Transportation Improvement Program by adopting Resolution T-06-09, attached.

THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

December 8, 2006  
Ref. No.: 06 - 611

Carter Keith, Manager  
Programming Section  
INDOT, Room N926  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

Dear Mr. Keith:

By this letter, I am administratively amending the traffic signal installation project on SR 25/38 at the Subaru of Indiana plant into the FY 2007 TIP. The project designation number is 0600765. This project is eligible for an administrative amendment under the recently adopted guidelines: 1) The project is using dedicated federal funds, and 2) The normal approval process will delay the project letting.

Enclosed you will find the corrected pages for the TIP including the front cover, addendum page, TIP amendment summary page and pages 20 through 24, 43, and 99. Please call if you have any questions or need additional information.

Sincerely,



Sallie Dell Fahey  
Executive Director

Enclosures

cc Randy Walter, Developmental Specialist  
Mark Albers, Planning Director, Crawfordsville District  
Mike Eubank, Environmental/Scoping Manager  
Tony Roswarski, Mayor, City of Lafayette  
Jenny Bonner, Lafayette City Engineer

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**T-07-03**  
**Area Plan Commission Staff**  
**Fiscal Year 2007 TIP Amendment**

**Resolution, Transmittal Letter and Staff Report**  
**June 6, 2007**

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RESOLUTION T-07-03  
RESOLUTION TO AMEND THE  
FY 2007 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Executive Committee of the Area Plan Commission of Tippecanoe County (APC) acting as the Metropolitan Planning Organization, is responsible for transportation planning in Tippecanoe County, and

WHEREAS, the Executive Committee of the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, is responsible for developing and maintaining the Transportation Improvement Program, and

WHEREAS, the Executive Committee of the Area Plan Commission of Tippecanoe County is authorized to act on Transportation Improvement Program requests, and

WHEREAS, the staff of the Area Plan Commission of Tippecanoe County has requested the amendments to bring the Transportation Improvement Program into compliance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users and with the final guidance issued by the Federal Highway and Federal Transit Administrations, and

WHEREAS, the staff of the Area Plan Commission of Tippecanoe County has requested the following project information be added or updated:

Project and Description	Phase	Year	Federal Share	Local Share	Total Cost
<i>Exhibit Three</i>					
Green Trails – Greenbush/Munger Park	PE	'08	\$32,000	\$8,000	\$40,000
Munger Park to Britt Farms	RW	'08	\$40,000	\$10,000	\$50,000
Enhancement Grant	CN	'08	\$565,000	\$141,000	\$707,000
Wabash Heritage Trail Extension	PE				
Trolley Line Trail to existing trail	RW	'08	\$40,000	\$10,000	\$50,000
Enhancement Grant	CN	'08	\$811,000	\$192,000	\$964,000
County Council on Aging	CA	'08	\$38,400	\$9,600	\$48,000
Replace One Van					

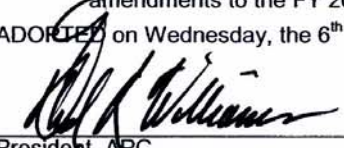
WHEREAS, the Technical Transportation Committee reviewed the requests at its May 22, 2007 meeting and recommended their inclusion in the FY 2007 Transportation Improvement Program, and


WHEREAS, the Citizen Participation Committee reviewed the requests at its May 22, 2007 meeting and recommended their inclusion in the FY 2007 Transportation Improvement Program, and

WHEREAS, the Administrative Committee reviewed the requests at its May 30, 2007 meeting and recommended their inclusion in the FY 2007 Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED that the Executive Committee of the Area Plan Commission of Tippecanoe County, acting as the Metropolitan Planning Organization, hereby adopts these amendments to the FY 2007 Transportation Improvement Program for Tippecanoe County.

ADOPTED on Wednesday, the 6<sup>th</sup> of June 2007.

  
President, APC  
David R. Williams

  
Secretary  
Sallie Dell Fahey



THE

# Area Plan Commission

of TIPPECANOE COUNTY

20 NORTH 3RD STREET  
LAFAYETTE, INDIANA 47901-1209

(765) 423-9242  
(765) 423-9154 [FAX]

SALLIE DELL FAHEY  
EXECUTIVE DIRECTOR

June 12, 2007  
Ref. No.: 07 - 279

Carter Keith, Section Manager  
Urban & Corridor Planning  
INDOT, Room N926  
100 North Senate Avenue  
Indianapolis, IN 46204-2249

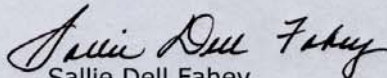
Attn: Randy Walter

Dear Carter:

On June 6, 2007, the Executive Committee of the Area Plan Commission of Tippecanoe County amended the FY 2007 Transportation Improvement Program by Resolution T-07-03. The amendment is comprised of two parts. The first brings the TIP into compliance with SAFETEA-LU, and the second programs two new local projects (Green Trails - Greenbush/Munger Park, and Section 5310 replacement van), and updates one local project (Wabash Heritage Trail Extension).

Enclosed you will find a copy of the resolution, staff report and complete TIP as amended. An electronic copy was emailed to Randy on the 12<sup>th</sup>. Please call if you have any questions or need additional information.

Sincerely,

  
Sallie Dell Fahey  
Executive Director

enclosures

cc David Franklin, Federal Highway Administration  
Mark Albers, Crawfordsville District Office  
Stewart McKenzie, Federal Transit Administration

## **BACKGROUND AND REQUEST**

This amendment is comprised of two parts. The first brings the Transportation Improvement Program into compliance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The second programs two new local projects and updates another. The draft amendment is currently available on the APC web page.

### *SAFETEA-LU Compliance*

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SAFETEA-LU was enacted into law on August 10, 2005 as Public Law 109-59. On February 14, 2007, the Federal Highway and Federal Transit Administration issued final guidelines on the type of information MPOs need to include in the TIP.

Overall, the current FY 2007 TIP is nearly compliant with the new guidelines. One of the most notable changes is the number of years covered by the TIP. The guidelines now require a minimum of four years. CityBus and INDOT projects have been changed to meet this requirement. Lafayette, West Lafayette and County projects already meet these requirements.

CityBus provided the additional information through 2011 for both operating and capital assistance. Summary information is shown in Exhibit 1 and detailed information for each capital request can be found in Exhibits 5 through 9. Their Board of Directors reviewed the information and approved it on February 27, 2007.

The INDOT project list, Exhibit 5, has been substantially changed. Eleven projects have now either been eliminated, suspended or put on provisional status, and thus have been moved to Exhibit 7. The remaining projects in Exhibit 5 now include updated financial and timing information. The project list provided by INDOT is required to be financially constrained state wide, but we have not received that confirmation. Two other exhibits have been updated: Exhibit 10, INDOT Fiscally Constrained Prioritized Projects: FY 2007 – 2011, and Exhibit 14, Project Expenditures by Fund and Year.

Another change is the fiscal year in which the TIP begins: FY 2008. The Indiana DOT is developing a new FY 2008 Indiana Statewide Transportation Improvement Program. Because the initial year is 2008, all local projects requesting federal funding in FY 2007 need to be reprogrammed in 2008. Staff has shifted the funding requests to 2008. The priorities assigned to the local projects that requested federal funds have not changed. Finally, the title has also been update to reflect the new initial year and a subtitle has been added clarifying that it is an amendment to the FY 2007 TIP.

Several minor additions have also been made. First, a discussion of operating and maintenance funding for both cities and the county has been included in the financial summary and plan section. This new requirement is similar to the financial summary of the transit system. Second, a statement clarifying that future project cost estimates reflect year of expenditure dollars has been added (page 8, 3<sup>rd</sup> paragraph). Third, a

statement was added clarifying that the issues of safety, security, and congestion were discussed when prioritizing projects. Finally, a statement was added that the TIP is SAFETEA-LU compliant (page 2, third paragraph).

SAFETEA-LU also requires an Annual Listing of Obligated Projects. While the TIP contains abbreviated information, a separate report has been prepared and it is now being distributed. The report is available on the web.

#### *Additional Projects and Updated Information*

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On April 5<sup>th</sup>, 2007, the Area Plan Commission submitted two requests for enhancement funding. One request was from the City of West Lafayette to extend the Wabash Heritage Trail. The other request was from the City of Lafayette to construction the Lafayette Community Green Trails – Greenbush/Munger Park section. Because West Lafayette submitted the same request last year, the information is already in the TIP. This amendment updates the information and adds the Lafayette project. Since funding for both projects has not yet been approved and the selections process is in early stages, the projects are shown in Exhibit 3 (projects for which Federal funding has not been approved).

This amendment also includes a request by the County Council on Aging. The Council has applied for transit Section 5310 funds to purchase a replacement van for the care-a-van service. Like the enhancement projects, this project is also being shown in Exhibit 3, however in this case, the request was not selected for funding.

On May 22, 2007, the Technical Transportation Committee reviewed these proposed amendments and recommended their inclusion in the FY 2007 TIP.

On May 22, 2007, the Citizen Participation Committee reviewed these proposed amendments and recommended their including in the FY 2007 TIP.

The Administrative Committee is scheduled to meet on May 30, 2007 and consider the proposed recommendations. The recommendations will be presented at the Executive Committee meeting.

#### **STAFF RECOMMENDATION:**

Approval of these amendments to the FY 2007 Transportation Improvement Program by adopting the attached Resolution T-07-03.